

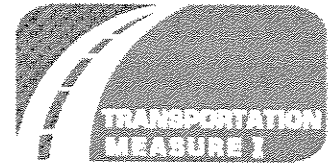


San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410

Phone: (909) 884-8276 Fax: (909) 885-4407

www.sanbag.ca.gov



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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

AGENDA

Plans and Programs Policy Committee

February 21, 2007, **1:00** p.m.

Location:

SANBAG Offices
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410
The Super Chief Room

Plans and Programs Committee Membership

Chair

Paul Eaton, Mayor
City of Montclair

Vice Chair

Mark Nuaimi, Mayor
City of Fontana

East Valley Representatives

Bea Cortes, Mayor Pro Tem
City of Grand Terrace

Richard Riddell, Mayor
City of Yucaipa

Larry McCallon, Council Member
City of Highland

West Valley Representatives

Diane Williams, Mayor Pro Tem
Rancho Cucamonga

Mountain/Desert Representatives

Kevin Cole, Mayor
Twentynine Palms

Rick Roelle, Mayor
Town of Apple Valley

Chad Mayes, Council Member
Town of Yucca Valley

San Bernardino County

Brad Mitzelfelt, Supervisor

Paul Biame, Supervisor

Dennis Hansberger, Supervisor

Josie Gonzalez, Supervisor

Gary Ovitt, Supervisor

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency

Plans and Programs Policy Committee

February 21, 2007

1:00 p.m.

LOCATION:

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor, San Bernardino
The Super Chief Room

CALL TO ORDER - 1:00 p.m.

(Meeting chaired by Mayor Paul Eaton)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications

1. Possible Conflict of Interest Issues for the SANBAG Plans and Programs Meeting of February 21, 2007 Pg. 7

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minute summary for each month.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Plans and Programs Attendance Roster Pg. 8

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Action

Discussion Calendar

Regional and Quality of Life Programs

- 3. Fiscal Year (FY) 2006/2007 Budget Amendment for the Freeway Service Patrol (FSP) Program. Pg. 10**

Amend FY 2006/2007 Budget to change the funding mix for the Freeway Service Patrol Program, as outlined in the Financial Impact Section below and per the attached Budget Request Form. The overall dollar amount set aside for these new beats will not change. **Marla Modell**

This item will be reviewed by the Plans and Programs Policy Committee on February 21, 2007. The Chief Financial Officer has reviewed this item.

Subregional Transportation Planning & Programming Programs

- 4. 2006 State Transportation Improvement Program (STIP) Augmentation Pg. 13**

Receive report on 2006 STIP Augmentation and provide direction. **Ty Schuiling**

This item will be reviewed by the Major Projects Committee on February 15, 2007, the Mountain/Desert Committee on February 16, 2007, and the Plans and Programs Committee on February 21, 2007.

This item was reviewed by the Plans and Program Policy Committee on January 17, 2007 and the Mountain/Desert Committee on January 19, 2007. *(Plans and Programs chaired by Mayor Mark Nuaimi and Mountain/Desert Chaired by Mayor Lawrence Dale)*

- 5. Measure I 2010-2040 Strategic Plan Policy Issues Pg. 20**

- 1) Receive updated information on draft Measure I 2010-2040 Strategic Plan Policies.
- 2) Authorize staff to schedule a workshop to further review and make decisions on Measure I Strategic Plan policies.

6. **Amendment Number 1 to contract C03-001 with Ron DeLaby from Paladin Investigative Services, LLC for Call Box Recovery Services.** Pg. 32

Approve Amendment to contract C03-001, with Ron DeLaby from Paladin Investigative Services to provide recovery services for call box knockdowns throughout San Bernardino County for an additional two-year period, as outlined in the Financial Impact Section below. **Marla Modell**

This item will be reviewed by the Plans and Programs Committee on February 21, 2007. This item has been reviewed to as to form by SAFE Legal Counsel.

Transportation Program & Fund Administration Program

7. **Corridor Mobility Improvement Account (CMIA) Status** Pg. 37

Receive report on California Transportation Commission (CTC) staff recommendations for allocation of CMIA funds and testimony offered to the CTC on February 20, 2007 in Sacramento, and provide direction for the special meeting of the CTC on the CMIA on February 28 and March 1, 2007. **Ty Schuiling**

8. **Metropolitan Transportation Planning Process Agreement** Pg. 41

Approve Memorandum of Understanding (MOU), SANBAG Contract 07193, between the Southern California Association of Governments (SCAG), and San Bernardino Associated Governments (SANBAG), Omnitrans, and Victor Valley Transit Authority for carrying out the metropolitan transportation planning process. **Mike Bair**

This item will be reviewed by the Plans and Programs Committee on February 21, 2007. The MOU has been reviewed and approved as to form by the legal counsels for SCAG, SANBAG, Omnitrans and Victor Valley Transit Authority.

9. **Increase the Valley Measure I Fare Subsidy for Elderly Individuals and Individuals with Disabilities using the Omnitrans Fixed Route Service.** Pg. 50

Approve an increase in the Valley Measure I fare subsidy for elderly individuals and individuals with disabilities for \$0.5 per boarding to \$.10 per fixed route boarding and authorize a continuing increase in the fixed route fare subsidy as Omnitrans raises the base fare until such time as the fare subsidy for the fixed route is equal to that provided on the demand responsive services (\$.25). **Mike Bair**

10. Development Mitigation Program Cost Escalation Factor for Calendar Year 2006. Pg. 52

Adopt the five-year rolling annual average of the Caltrans Highway Construction Items Index (12.7% for calendar year 2006) as the cost escalation factor for the San Bernardino County Development Mitigation Program. **Ryan Graham**

11. Measure I Five Year Capital Improvement Plans Pg. 56

Accept the Measure I 2006-2010 Summary Report of Capital Improvement Plans for Local Pass-Through Funds in the San Bernardino Valley Subarea. **Ryan Graham**

This item will be reviewed by the Plans and Programs Committee on February 21, 2007. This item was reviewed and unanimously recommended for approval by the Mountain/Desert Committee on January 19, 2007.

12. Quarterly Administrative Report on SANBAG Federal Funding Programs Pg. 101

- 1) Receive report on quarterly reporting and obligation status.
- 2) Adopt a finding of compliance with obligation requirements for all affected agencies. **Ty Schuiling**

This item is scheduled for review by the Mountain/Desert Committee on February 16, 2007 and the Plans and Programs Committee on February 21, 2007.

Program Support/Council of Governments

13. Additional Project Nominations for FY2008 Federal Appropriations Process Pg. 108

Approve Metrolink Parking Lot Project Nomination for FY2008 Federal Appropriations Request List **Jennifer Franco**

Public Comments

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

14. Additional Items from Committee Members
15. Brief Comments by General Public
16. Acronym List

Pg. 110

ADJOURNMENT

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276 and ask for Joanne Cook.

The next Plans and Programs Meeting
is March 21, 2007.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: February 21, 2006

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
N/A	N/A	N/A	N/A

Financial Impact: This item has no direct impact on the 2006/2007 Budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and policy committee members.

Responsibility Staff: Ty Schuiling, Director of Planning and Programming

Approved
Plans and Programs Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

AGENDA ITEM: 2

PLANS AND PROGRAMS POLICY COMMITTEE ATTENDANCE - 2006

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
EAST VALLEY												
Richard Riddell	X	X	X	X	X	X	X	Cancelled	X	X	X	X
Bea Cortes								Cancelled	X		X	X
Larry McCallon				X	X		X	Cancelled	X	X		X
WEST VALLEY												
Paul Eaton Chair	X		X	X	X	X	X	Cancelled	X	X	X	X
Mark Nuaimi	X		X					Cancelled	X	X	X	X
Diane Williams	X	X	X	X	X	X	X	Cancelled	X	X	X	X
MT/DESERT												
Kevin Cole	X	X	X	X	X		X	Cancelled	X	X	X	X
Paul Cook	X	X	X		X			Cancelled	X	X		
Jim Lindley	X	X	X	X	X	X	X	Cancelled		X	X	
SAN BERNARDINO COUNTY												
Gary Ovitt	X	X		X				Cancelled	X			
Josie Gonzales	X	X	X		X		X	Cancelled	X	X		X
Dennis Hansberger	X		X	X			X	Cancelled	X	X	X	X
Paul Biane	X	X	X	X			X	Cancelled		X	X	
Bill Postmus		X	X	X				Cancelled	X	X		

X - indicates member attended the meeting.
 Crossed out box indicates member was not on the committee as of that month.
 Empty box indicates committee members did not attend the meeting in that month.

AGENDA ITEM: 2

PLANS AND PROGRAMS POLICY COMMITTEE ATTENDANCE - 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
EAST VALLEY												
Richard Riddell	X											
Bea Cortes	X											
Larry McCallon	X											
WEST VALLEY												
Paul Eaton Chair												
Mark Nuanni	X											
Diane Williams	X											
MT/DESERT												
Kevin Cole	X											
Rick Roelle	X											
Chad Hayes												
SAN BERNARDINO COUNTY												
Gary Ovitt	X											
Josie Gonzales	X											
Dennis Hansberger	X											
Paul Biane	X											
Brad Mitzelfelt	X											

X - indicates member attended the meeting.

Crossed out box indicates member was not on the committee as of that month.

Empty box indicates committee members did not attend the meeting in that month.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: February 21, 2007

Subject: Fiscal Year (FY) 2006/2007 Budget Amendment for the Freeway Service Patrol (FSP) Program.

Recommendation:* Amend FY 2006/2007 Budget to change the funding mix for the Freeway Service Patrol Program, as outlined in the Financial Impact Section below and per the attached Budget Request Form. The overall dollar amount set aside for these new beats will not change.

Background: In 2004 and 2005, SANBAG fought hard to be granted entrance into the state-funded FSP program. This culminated with the State granting SANBAG access and funding into the program, which was sufficient to fund six separate FSP beats in the Valley portion of the County. Subsequently, SANBAG implemented four FSP beats last January 2006, with the intention of implementing the last two beats before the end of FY 2005/2006. Also during this same period, SANBAG was allocated funding from the Mobile Source Air Pollution Reduction Review Committee (MSRC), which would help to offset funding on the last two FSP beats to be implemented. Therefore, given what was known at the time, Staff budgeted in the FY 2006/2007 Budget for the last two beats to be fully implemented in FY 2006/2007 with 75% MSRC and 25% State funding, for a total anticipated tow service operator budget of \$385,560.

In May 2006, the State had announced that additional funding would be added to the State FSP program, therefore providing SANBAG enough funding to fund an additional two beats (for a total of eight ongoing FSP beats). In working with the California Highway Patrol, it was determined it was in our best interest to go back

Approved
Plans and Programs Committee

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

out to bid for the four beats (two beats planned to be implemented in late FY 2005/2006 and then the two new beats to be funded from the FY 2006/2007 State funding pot) and stagger their implementation in FY 2006/2007. In November 2006, Staff had brought to the Board four contracts for the four new FSP beats, and when Staff reviewed the FY 2006/2007 Budget, there were sufficient funds in the Budget to fund all four beats as long as they were implemented in a staggered manner (two beats implemented in January 2007 and two beats implemented in March 2007) and therefore the contracts were approved by the Board. It wasn't until after Board approval, we discovered the funding source identified in the original FY 2006/2007 Budget was a different mix than what was ultimately being implemented. Therefore, in order to match the actual contracts/implementation with the correct funding mix, a budget amendment must be approved. This does not change the overall dollar amount in this budget and in this task, and the contracts to implement the service are in place, and the ongoing program has been previously approved by the Board. Therefore, Staff recommends approval of the attached amendment to the FY 2006/2007 Budget.

Financial Impact: Attached is a FY 2006/2007 Budget Amendment, which requests a change in the funding mix for the four new FSP beats implemented in FY 2006/2007, from \$289,170 in MSRC funding (75%) and \$96,390 in State FSP funding (25%), for a total of \$385,560, to a funding make-up of \$177,233 in MSRC funding (46%), \$178,477 in State FSP funds (46%) and \$29,850 in TMEE (8%), for the same funding total of \$385,560. This request has no impact to the overall dollar amount contained within the FY 2006/2007 Budget. TN 70407000.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on February 21, 2007. The Chief Financial Officer has reviewed this item.

Responsible Staff: Marla Modell, Air Quality/Mobility Specialist
Michelle Kirkhoff, Director of Air Quality/Mobility Programs

**Major Budgetary Item Request
SANBAG 2006-2007 Budget**

Requested By	Michelle Kirkhoff	Date:	2/21/07
Task Number:	70407000	Task Description:	Freeway Service Patrol Funding Change

Description of Issue:

Request to change the funding mix for Freeway Service Patrol (FSP) funding for Fiscal Year 2006/2007 from 75% Mobile Source Air Pollution Reduction Review Committee (MSRC) Funding and 25% FSP State Funding, to 46% MSRC, 46% State and 8% Measure I Transportation and Environmental Enhancement (TMEE) Funding.

Justification:

Last spring when the FY 2006/2007 Budget was created, we anticipated that the only beats to be implemented in FY 2006/2007, would be the two beats funded primarily from the MSRC (bringing overall program to six FSP beats). In May/June 2006, we discovered that the State had added additional funding to the State FSP program, therefore providing additional FSP funding to SANBAG which would allow two more beats to be funded (for a total of eight ongoing beats). In working with the California Highway Patrol, it was determined it was in our best interest to go back out to bid for the four beats, and stagger their implementation. In November 2006, Staff had brought to the Board four contracts for the four new FSP beats, and when we looked at the FY 2006/2007 Budget, there were sufficient funds in the Budget to fund all four beats as long as they were implemented in a staggered manner (two beats implemented in January 2007 and two beats implemented in March 2007) and therefore the contracts were approved and executed. It wasn't until after Board approval, we discovered the funding source identified in the original FY 2006/2007 Budget was a different mix than what was ultimately being implemented. Therefore, in order to match the actual contracts/implementation with the correct funding mix, a budget amendment must be approved.

Estimate of New Budgetary Requirement, Both Annual and Continuing Costs:

The FY 2006/2007 Budget has \$289,170 in MSRC and \$96,390 in State FSP funding budgeted, for a total of \$385,560.

Request to change this funding make up to \$177,233 in MSRC funding, \$178,477 in State FSP funds and \$29,850 in TMEE, for the same funding total of \$385,560.

Therefore, this request has no impact to the overall dollar amount contained within the FY 2006/2007 Budget.

The contracts to secure this funding are in place, and the ongoing program has been previously approved by the Board.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: February 21, 2007

Subject: 2006 State Transportation Improvement Program (STIP) Augmentation

Recommendation:* Receive report on 2006 STIP Augmentation and provide direction.

Background: Proposition 1B, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, was approved by voters on November 7, 2006. This Act authorizes \$2 billion in general obligation bond proceeds to be available for projects in the STIP. These funds will be deposited in the newly created Transportation Facilities Account (TFA) and will be available for the STIP when appropriated by the Legislature. Because of funding constraints in the 2006 STIP, many projects statewide were either removed from the STIP or delayed to later years when funds would be available. In San Bernardino County, Segment 5 of the I-215 North project through San Bernardino was deprogrammed by the California Transportation Commission (CTC) in approval of the 2006 STIP. Rather than wait for the 2008 STIP, the CTC has initiated a special STIP development cycle to augment the 2006 STIP. This will allow not only those projects that were either deprogrammed or delayed in the past to move forward but will also give an opportunity to add new projects to the STIP.

The SANBAG Board of Directors acted in January 2007 to receive the schedule for development of the 2006 STIP Augmentation, including Board approval of the 2006 STIP Augmentation submittal to the CTC in March 2007. The CTC adopted the fund estimate (FE) for the 2006 STIP Augmentation at its meeting on

Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

December 13, 2006. The FE identifies \$2.1 billion of additional programming capacity available statewide in this augmentation. Of this, \$638 million is from the Public Transportation Account (PTA), which is a trust fund for transportation planning and mass transportation purposes, leaving \$1.4 billion available statewide for highway and road projects. Because these proceeds are from bond proceeds, all of the new funds will be state-only funds.

2006 STIP Augmentation Overview

Figure 1 provides an overview of the 2006 STIP and 2006 STIP Augmentation revenue and programming. Table 1 documents current STIP commitments by the SANBAG Board and the current availability of STIP funds. Table 2 provides a listing of cost increases to currently programmed projects in comparison with available revenues from the STIP and other sources. The tables are discussed individually in more detail below.

1. Figure 1 shows the current programming for San Bernardino County totaling about \$453 million in the 2006 STIP. San Bernardino County receives 4.69% of the statewide total of new programming capacity, or \$97.3 million. Because \$64 million was left unprogrammed during the 2006 STIP cycle, the FE shows a net share of \$161.4 million for San Bernardino County. Of this, \$29.9 million may only be available for PTA-eligible projects. Unlike STIP cycles in the recent past, this augmentation does not prescribe annual programming targets, therefore projects may be programmed in the year they are expected to be delivered. As stated previously, the availability of bond proceeds will be subject to annual appropriations by the Legislature, however the CTC expects the Legislature will consider the annual programming in making those appropriations.
2. Table 1 shows SANBAG's programmed commitments through the 2006 STIP. As shown, the unprogrammed share balance from the 2006 STIP was \$64,107,000. During approval of the 2006 STIP, the CTC deprogrammed \$56,500,000 for Segment 5 of the I-215 North project because of lack of programming capacity. In addition, the SANBAG Board established a set-aside for future Desert Interchanges totaling \$6,385,000. The remaining \$1,222,000 is a result of other programming adjustments for the closing out of Caltrans' support costs on various projects. As shown, the 2006 STIP Augmentation results in a total programming capacity of \$161,448,000.

Note that Table 1 also includes the Transportation Enhancements (TE) programming, which is administered through the STIP. As this is a federal

program, the STIP Augmentation does not provide additional funding for these projects.

3. While this fund estimate provides additional programming capacity, new capacity for non-PTA eligible projects (highway projects) could be limited to \$131M, depending on statewide programming, and most of the currently programmed projects have either experienced cost increases or were partially programmed during approval of the 2006 STIP because of limited programming capacity. Fortunately, the CTC has not established annual programming targets as they have in the recent past; therefore projects can be programmed based on schedule rather than on annual funding availability.

Table 2 shows the unfunded need for currently programmed STIP projects that have either experienced cost increases or have portions of the project unprogrammed, such as Segment 5 of the I-215 North project. The total unfunded need is \$232.3M. Caltrans has indicated that they intend to request of total of \$39M in Interregional Improvement Program (IIP) funds from the 2006 STIP Augmentation for the I-15 Phase 2 and SR-138 projects. In addition, SANBAG and Caltrans have jointly requested \$109M through the Corridor Mobility Improvement Account (CMIA) nomination process. If these requests are successful, \$84M in STIP Augmentation funds will be required to fund cost increases on I-215 North, leaving from \$47M to \$77M available for other projects not currently programmed in the STIP.

Adoption Schedule

The Regional Transportation Improvement Program (TIP) is to be submitted to the CTC by April 2, 2007, and final CTC adoption of the 2006 STIP Augmentation is scheduled for June 7, 2007. In addition, the CTC plans to adopt the program of projects for the CMIA on February 28, 2007. The results of that decision obviously effect the programming decisions for the STIP Augmentation.

Staff is beginning development of programming and scheduling priorities for the 2006 STIP Augmentation; however because of the CMIA schedule, it will not be possible to present the final 2006 STIP recommendations until the SANBAG Board meeting in March 2007. It will also be necessary for the Board to act on the final 2006 STIP recommendations at that time because of the CTC submittal schedule.

Financial Impact: This item has no impact on the approved SANBAG Fiscal Year 2006-2007 Budget.

Reviewed By: This item will be reviewed by the Major Projects Committee on February 15, 2007, the Mountain/Desert Committee on February 16, 2007, and the Plans and Programs Committee on February 21, 2007. This item was reviewed by the Plans and Program Policy Committee on January 17, 2007 and the Mountain/Desert Committee on January 19, 2007. (*Plans and Programs chaired by Mayor Mark Nuaimi and Mountain/Desert Chaired by Mayor Lawrence Dale*)

Responsible Staff: Ty Schuiling, Director of Planning and Programming
Andrea Zureick, Senior Transportation Analyst

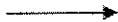
FIGURE 1: 2006 STIP PROGRAMMING
(\$ in thousands)

2006 STIP	
Total Revenue Available through 2006 STIP	517,148
Less Total RIP Programmed	<u>-453,041</u>
Total Available for Programming	64,107

2006 STIP Augmentation	
2006 STIP Augmentation Apportionment	97,341

Grand Total Available for Programming

161,448



At least \$131,542 of this is available for programming on highway and road projects. Depending on the programming statewide, up to \$29,906 may be available only for programming on mass transportation projects.

TABLE 1: RECAP OF 2006 - 2011 STIP
(\$ in thousands)

	REVENUE AVAILABLE THROUGH 2006 STIP CYCLE		Regional Improvement Program		Transportation Enhancements	AB2928	South Coast CMAQ (HOV)	STP	Measure 1 Maj. Proj.	DEMO	ITIP	Other	Project Total
1													
2	Revenue Available through 2004 STIP Cycle		\$629,477		\$19,063								
3	2006 STIP Regional Improvement Program/Transportation Enhancements		\$88,986		\$5,423								
4	Less Lapsed Funds/Allocated Funds through June 2006		(\$1,300)		(\$7,342)								
5	Voled/Completed Projects No Longer in STIP through June 2005		(\$200,015)										
6	Total Available		\$617,148		\$17,144								
7													
8	PROGRAMMED COMMITMENTS												
9	Planning, Programming, & Monitoring Reserve (FY06/07 - FY10/11)		\$2,916										\$2,916
10	Planning, Programming, & Monitoring AB3090 Reimbursement (FY03/04)		\$632										\$632
11	SR-210 (30) Corridor (Design ROW)		\$114,371						\$35,681				\$150,052
12	SR-210 (30) Corridor (Segment 11/1-215 Cons)		\$32,967						\$22,000				\$54,967
13	1-215 North Corridor		\$256,882						\$110,474		\$2,063		\$617,756
14	SR-138 Widening from I-15 to County Line (ROW and Cons)		\$25,843					\$90,432	\$76,425		\$51,127		\$84,447
15	US-395 Widening from I-15 to S.R. 58 (PA&ED)		\$15,450								\$68,997		\$14,000
16	Transportation Enhancements (TE) Reserve:		\$4,000								\$4,000		\$14,688
17	Colton/San Bernardino Bike Lane:				\$14,688								\$660
18	Fontana PE Inland Empire Trail:				\$660								\$660
19	TOTAL:		\$453,041		\$17,144	\$25,000	\$90,432	\$76,425	\$168,155	\$2,063	\$124,124	\$64,260	\$1,020,644
20													
21	Total Unprogrammed Share Balance from 2006 STIP:		\$64,107		\$0								
22	2006 STIP Augmentation Regional Improvement Program (Non-PTA):		\$67,435										
	2006 STIP Augmentation Regional Improvement Program (PTA):		\$29,906										
			\$167,448										

NOTES (by line number):

- Programming for FY 06/07 and FY 07/08 represents 1 percent set-aside for planning, programming, and monitoring activities out of the statutorily authorized 5 percent of the total RIP funds available. Programming for FY 08/09 - FY10/11 represents 1.1 percent set-aside.
- An AB 3090 reimbursement was approved by the CTC in April 2004 so that costs incurred in FY 03/04 for PPM activities can be reimbursed by the STIP in FY 07/08.
- See Item 22 below. "Other" represents deprogrammed funds for Segment 5.
- Project was granted a one year allocation deadline extension to June 30, 2007. If funds are not allocated before that date, they will be lost from the County Share.
- During approval of the 2006 STIP, the CTC deprogrammed \$56,500,000 for Segment 5 because of lack of programming capacity. In addition, the SANBAG Board established a set-aside for future Desert Interchanges totaling \$6,385,000. The remaining \$1,222,000 is a result of other programming adjustments.

TABLE 2: CURRENT PROGRAMMING UNFUNDED NEED
(\$ in thousands)

2006 STIP Period - Programmed Project Cost Increases	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	Total
SR-210 (30) Corridor (Segment 11/I-215 Const):		\$25,000				\$25,000
I-215 North Corridor:	\$33,311	\$716	\$25,171		\$62,573	\$121,771
I-15 Northbound Widening Phase 2:	\$6,762			\$50,226		\$56,988
SR-138 Widening from I-15 to County Line (ROW and Const):	\$563		\$432		\$27,500	\$28,495
Total Cost Increases	\$40,636	\$25,716	\$25,603	\$50,226	\$90,073	\$232,254
2006 STIP Period - Proposed Non-STIP Fund Sources	FY 06/07	FY 07/08	FY 08/09	FY 09/10	FY 10/11	Total
ITIP:	\$7,325		\$432	\$3,794	\$27,500	\$39,051
CMIA:				\$46,432	\$62,573	\$109,005
Total Non-STIP Fund Sources	\$7,325	\$0	\$432	\$50,226	\$90,073	\$148,056
2006 STIP Augmentation Required	\$33,311	\$25,716	\$25,171	\$0	\$0	\$84,198

Minute Action

AGENDA ITEM: 5

Date: February 21, 2007

Subject: Measure I 2010-2040 Strategic Plan Policy Issues

Recommendation:* 1) Receive updated information on draft Measure I 2010-2040 Strategic Plan Policies.

2) Authorize staff to schedule a workshop to further review and make decisions on Measure I Strategic Plan policies.

Background: Development of the Measure I 2010-2040 Strategic Plan has progressed to the point of specific recommendations for several programs. This agenda item provides an update on the status of the Measure I 2010-2040 Strategic Plan and reviews some of the specific recommendations related to the Valley Major Streets Program, the Victor Valley Major Local Highway Projects Program, and the Rural Mountain/Desert Major Local Projects Program. The Plans and Programs Committee is serving as the clearinghouse for reviews of all the Measure I 2010-2040 programs, based on input from the other policy committees.

White papers have been developed for each of the Measure I 2010-2040 Programs and issue areas and have been discussed at SANBAG's policy committees. These white papers include:

- the Cajon Pass Program,
- the Victor Valley Major Local Highway Projects Program,
- the Rural Mountain/Desert Major Local Projects Program
- the Valley Freeway Program
- the Valley Freeway Interchange Program

*

Approved
Plans and Programs Committee

Date:

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed:

- the Valley Major Streets Program
- the Valley Metrolink/Rail Program
- the Valley Express Bus/Bus Rapid Transit Program
- Bond Financing Debt Capacity
- Inter-Program Issues
- Legislative Issues

The white papers identify major technical and policy issues and alternative strategies to address them. The papers also address inter-programmatic issues (issues that affect multiple programs or may cause one program to affect others) that do not fit neatly into discussion of any one program, and Legislative issues that may affect or contribute to the success of the program.

Staff provided copies of all white papers to the membership of each committee and the Board of Directors as a whole for the October and subsequent meetings. The white papers have been discussed by the Administrative Committee on November 8, the Major Projects Committee on November 9, the Plans and Programs Committee on November 15 and December 20, the Commuter Rail Committee on November 16, and the Mountain-Desert Committee on November 17, 2006 and January 19, 2007. Per direction from the committees, copies were also provided to the City Managers TAC for presentation and discussion at its meeting on November 16, 2006, and to the Comprehensive Transportation Plan Technical Advisory Committee (CTP TAC) at its meeting on December 11, 2006.

On January 10, 2007 the SANBAG Board directed staff to further develop policy recommendations for the Valley Freeway, Interchange, and Major Streets Programs based on input received from local jurisdictions. The Board also endorsed a set of overarching principles for the Strategic Plan (see Attachment 1). The Mountain/Desert Committee provided specific input on the Victor Valley Major Local Highway Projects Program and the Rural Mountain/Desert Major Local Projects Program on January 19, 2007. Summaries of key recommendations on the Valley Major Streets Program, the Victor Valley Major Local Highways Program and the Rural Mountain/Desert Major Local Projects Program are provided in Attachments 2, 3, and 4, respectively. These recommendations will be presented at the February 21 PPC meeting.

Because the recommendations listed in Attachments 2, 3, and 4 are fundamental to the overall framework for each of the Measure I programs, staff is requesting authorization to conduct a Board workshop on the Strategic Plan in the near future. The date for the workshop will be coordinated with Board member schedules, with the expectation of holding

the workshop in late March or early April, 2007. Potential topics to be included in the workshop include:

- Summary of Measure I revenue and cost estimates by subarea and program
- Summary of policy and procedural recommendations contained in each Strategic Plan issue paper
- Institutional and management framework required to implement the Strategic Plan
- Draft outline of the Measure I 2010-20140 Strategic Plan Report
- Direction from Board on next steps

Financial Impact: This item is consistent with the approved Fiscal Year 2006-2007 Budget.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on February 21, 2007.

Responsible Staff: Ty Schuiling, Director of Planning and Programming
Darren Kettle, Director of Freeway Construction
Deborah Barmack, Director of Management Services
Mike Bair, Director of Transit and Rail Programs
Terry McGuire, Chief Financial Officer

ATTACHMENT 1
MEASURE I 2010-2040 STRATEGIC PLAN
Principles Endorsed by the SANBAG Board on January 10, 2007

- 1) Deliver all Expenditure Plan projects at the earliest possible date.
- 2) Seek additional and supplemental funds as needed for completion of all Expenditure Plan projects.
- 3) Maximize leveraging of State, federal, local, and private dollars.
- 4) Ensure use of federal funds on otherwise federalized projects.
- 5) Sequence projects to maximize benefit, minimize impact to the traveling public, and support efficient delivery.
- 6) Provide for geographic equity over the life of the Measure.
- 7) Recognize that initiation of project development work on arterial, most interchange, and railroad crossing projects is the responsibility of local jurisdictions. Initiation of project development work on freeway mainline projects and interchange improvements required for the mainline projects is the responsibility of SANBAG.
- 8) Work proactively with agency partners to minimize the time and cost of project delivery.
- 9) Structure SANBAG to effectively deliver the Measure projects.
- 10) Exercise environmental stewardship in delivering the Measure projects.
- 11) Periodically update the Strategic Plan through the life of the Measure.
- 12) Utilize debt financing when and where appropriate.

ATTACHMENT 2
POLICY DIRECTION FOR THE VALLEY MAJOR STREETS PROGRAM
(Based on input received from the City Managers TAC, the Comprehensive Transportation
Plan TAC, and the Plans and Programs Committee)

RECOMMENDATIONS ON SPECIFIC ISSUES

Issue 1: Inter-program borrowing

Inter-program borrowing should be allowed, but amounts should be limited or capped so that each program is able to maintain a degree of project delivery.

Priorities assigned to freeway, freeway interchange, and arterial street projects vary among the Valley jurisdictions. Consequently, while interprogram borrowing to frontload a program may be advantageous to the program as a whole, such borrowing should occur in a manner that does not subsume the entire annual share of any particular program, and should also consider SANBAG's ability to reimburse jurisdictions that have entered into project advancement agreements.

Issue 2: Project Advancement

Project advancement should be considered in the mainstream sales tax measure.

Issue 3: Relative priorities of arterial street projects versus railroad grade separations

Though local priorities should be respected, arterial street projects should be given priority for funding out of the Measure I 2010-2040 Valley Arterial program because railroad grade separations are likely to be funded in part from other sources.

Issue 4: Allocation strategies

Allocation of Measure I 2010-2040 Valley Arterial funds should occur on a project readiness basis, so long as geographic equity is maintained throughout the entire life of the Measure.

Local jurisdictions would prioritize their projects through development of a Five Year Plan. The Plans would be used to provide an estimate of the potential demand for Valley Arterial and Interchange funds in a given year. Based on the potential demand for these funds and the competing demands from other program areas, the SANBAG Board should annually determine the amount of Measure I Valley Arterial and Interchange funds that will be made available for allocation by the Board.

The ultimate distribution of these program funds must be geographically equitable. The basis for determining the equitable distribution of Valley Interchange and Arterial funds should be the public share of project costs listed in the Nexus Study, which provides the universe for overall Valley Interchange and Arterial program fund needs for the Measure. Because allocations should be made

on a project readiness basis, it is possible that in a given year or over a period of several years, allocations by the Board will not be geographically equitable.

Issue 5: Conveyance of Measure I dollars

Measure I 2010-2040 Valley Arterial funds should be conveyed through a cost reimbursement process including project development activities, so long as the project development activities were included as part of the cost in the Development Mitigation Nexus Study.

Valley Arterial funds should be made available to all project development activities, so long as those costs were anticipated as part of the project cost listed in the Nexus Study. After receiving an allocation of Valley Arterial funds by the SANBAG Board, local jurisdictions would expend funds on a project and submit invoices to SANBAG for reimbursement. The local jurisdiction would be reimbursed for the non-public share of the project cost, up to the amount available in its apportionment balance.

For planning and cost reimbursement purposes, local jurisdictions should be provided with an annual apportionment of Measure I 2010-204 Valley Arterial Funds. The annual apportionment would be determined by calculating the amount of Measure I Valley Arterial funds that could be made available to them over the life of the Measure, so long as the program area remains fully funded. The amount a local jurisdiction could be reimbursed for a project should be limited by its available apportionment balance.

POSSIBLE FUND APPORTIONMENT AND EXPENDITURE PROCESS FOR THE VALLEY MAJOR STREETS PROGRAM

Based on the above direction, staff has outlined a specific process that could be used for apportionment and expenditure of funds within the Valley Major Streets Program. Many elements of this process could also apply to the Valley Freeway Interchange Program. A hypothetical example of the tracking of apportionments and expenditures by jurisdiction is provided at the end of this attachment.

1. The process generally follows Federal and State allocation and expenditure approach, but with greater flexibility
2. The process maintains consistency with guidance provided to date by the SANBAG Board
3. Apportionment process
 - a. SANBAG Board annually identifies apportionment to the Valley Major Streets Program
 - i. Based on revenue projection and program needs
 - ii. Valley Major Streets Program needs will be identified in Five-Year Capital Improvement Plans

- b. Each jurisdiction is provided with an annual apportionment based on the annual apportionment to the Valley Major Streets Program and the percent of Nexus Study non-fair-share project cost for arterials their jurisdiction. Apportionments will accumulate for each jurisdiction over time.
- c. Project costs can be modified through Nexus Study amendment, but local development mitigation program must be modified first.

4. Expenditure process

- a. Projects are allocated funds by the SANBAG Board on a project-readiness basis, subject to other requirements. Local agencies are responsible for initiating the request for allocation based on their local priorities and their capital improvement plans.
- b. Measure I funds are paid to local jurisdictions on a reimbursement basis (i.e. upon submittal of invoices for work completed), up to current cumulative apportionment for the jurisdiction)
- c. Invoicing for funds in excess of cumulative apportionment must be deferred until additional apportionment is available (similar to Federal "advance construction" process)
- d. Jurisdiction is responsible for fair share portion of cost, at a minimum. Must come from development contributions, per Nexus Study.
- e. Cumulative fair share expenditures cannot drop below percentage identified in Nexus Study (i.e. flexibility is maintained on individual projects)
- f. The non-fair share cost represents the "Public Share." As such, it can include a combination of Measure I, State, and federal funds.
- g. SANBAG may audit local jurisdiction financial records involving expenditure of Measure I funds

5. Loan options

- a. Loans of apportioned amounts can be made between jurisdictions. These will increase or decrease the current cumulative apportionment for participating jurisdictions. SANBAG must be provided with appropriate resolutions.
- b. Alternatively, loans of apportionments could be transacted directly with SANBAG (i.e. SANBAG could receive and hold apportioned amounts that cannot be used, and redistribute to other jurisdictions or to other programs)
- c. Jurisdictions would need to justify large, unused apportionment balances. SANBAG could "force" a loan of the apportionment balance from that jurisdiction, but funds for that jurisdiction would not be lost (i.e. loan would be re-apportioned when jurisdiction needs the funds)

HYPOTHETICAL EXAMPLE OF FUND APPORTIONMENT AND EXPENDITURE PROCESS REPORTING FOR VALLEY MAJOR STREETS PROGRAM

Fiscal Year 2015/2016 Annual Apportionment: \$23,000,000

(1) Jurisdiction	(2) Ratio of Trip Growth to 2030 Trips	(3) Total Arterial Cost	(4) Developer Share of Total Arterial Cost	(5) Public Share of Total Arterial Cost	(6) Annual Apportionment Share	(7) Annual Apportionment	(8) Total Prior Annual Apportionments	(9) Cumulative Annual Apportionments	(10) Total Allocations as of July 1, 2015	(11) Total Reimbursements as of July 1, 2015	(12) Total Apportionment Loans as of July 1, 2015	(13) Total Available Apportionment as of July 1, 2015
Chino	51%	\$91,887,000	\$47,861,744	\$44,025,256	6.32%	\$1,453,824	\$5,815,296	\$7,269,120	\$0	\$0	\$0	\$7,269,120
Chino Hills	14%	\$20,767,000	\$2,915,161	\$17,851,839	2.56%	\$89,512	\$2,358,049	\$2,947,561	\$0	\$0	\$0	\$2,947,561
Colton	44%	\$36,479,000	\$16,285,993	\$20,193,007	2.90%	\$666,824	\$2,867,294	\$3,334,118	\$0	\$0	\$0	\$3,334,118
Fontana	32%	\$233,453,000	\$76,811,873	\$156,641,127	22.49%	\$5,172,681	\$20,690,725	\$25,863,406	\$10,000,000	(\$6,000,000)	\$0	\$17,863,406
Grand Terrace	40%	\$18,886,000	\$7,730,541	\$11,155,459	1.60%	\$368,381	\$1,473,524	\$1,841,906	\$0	\$0	\$0	\$1,841,906
Highland	46%	\$96,183,000	\$45,756,039	\$50,426,961	7.24%	\$1,665,224	\$6,660,897	\$8,326,121	\$0	\$0	\$0	\$8,326,121
Loma Linda	39%	\$54,410,000	\$21,657,607	\$32,752,393	4.70%	\$1,081,566	\$4,326,263	\$5,407,829	\$0	\$0	\$0	\$5,407,829
Montclair	19%	\$6,020,000	\$1,168,020	\$4,851,980	0.70%	\$160,225	\$840,898	\$901,123	\$0	\$0	\$0	\$901,123
Ontario	44%	\$180,244,000	\$81,998,830	\$98,245,170	14.11%	\$3,244,301	\$12,977,204	\$16,221,504	\$29,000,000	(\$14,000,000)	\$4,000,000	\$6,221,504
Rancho Cucamonga	29%	\$60,040,000	\$17,659,541	\$42,380,459	6.08%	\$1,359,509	\$5,598,034	\$6,957,543	\$0	\$0	(\$4,000,000)	\$2,957,543
Redlands	23%	\$58,220,000	\$13,791,105	\$44,428,895	6.38%	\$1,467,153	\$5,868,612	\$7,335,765	\$0	\$0	\$0	\$7,335,765
Rialto	40%	\$67,910,000	\$28,171,177	\$39,738,823	5.71%	\$1,312,275	\$5,249,101	\$6,561,376	\$0	\$0	\$0	\$6,561,376
San Bernardino	32%	\$94,694,000	\$31,431,674	\$63,262,326	9.08%	\$2,089,080	\$8,356,320	\$10,445,400	\$5,000,000	(\$4,500,000)	\$0	\$5,945,400
Upland	48%	\$20,220,000	\$10,008,244	\$10,211,756	1.47%	\$337,218	\$1,348,871	\$1,686,089	\$0	\$0	\$0	\$1,686,089
Yucaipa	31%	\$86,290,000	\$27,960,584	\$58,329,416	8.66%	\$1,992,228	\$7,968,912	\$9,961,140	\$8,000,000	(\$8,000,000)	\$0	\$1,961,140
Total		\$1,121,703,000	\$431,208,136	\$690,494,864	100%	\$23,000,000	\$52,000,000	\$115,000,000	\$43,000,000	(\$34,500,000)	\$0	\$80,500,000

ATTACHMENT 3
POLICY DIRECTION FOR THE VICTOR VALLEY MAJOR LOCAL
HIGHWAY PROJECTS PROGRAM
(Based on input received from the Mountain/Desert Committee on January 19,
2007)

Issue 1: Guiding principles for allocation of Victor Valley Major Local Highway Projects funds:

- Allocations should be made from candidate project lists developed in cooperation with transportation planning partners.
- Allocations should serve to maximize leveraging of private, local, federal, and State dollars, with particular attention to leveraging of Interregional Transportation Improvement Program Funds on the Interregional Road System.
- Allocations should be made with an objective of delivering major local highway improvements at the earliest possible date.
- Geographic equity throughout the subarea should be considered over the term of the Measure.
- SANBAG shall actively engage in planning and project delivery of major local highway projects in collaboration with local jurisdictions and Caltrans in a manner which will minimize the time and cost of project delivery.

Issue 2: Project Eligibility

Allocations of Major Local Highway Project's funds in the Victor Valley should be restricted to State/Federal highways, interchanges, and new corridor alignments.

The Major Local Highway Projects category as listed in the Expenditure Plan cites several State/Federal highways, interchanges, and new corridors. The cited highways fall both within the urban and rural areas of the Victor Valley, allowing for equitable geographic allocations. The estimated Measure I revenue for Major Local Highways will be only a small fraction of the cost for identified project improvements. Although it may be appropriate for "major arterials spanning multiple jurisdictions" to be funded in other subareas, it does not seem appropriate in the Victor Valley given the magnitude of transportation need. The most obvious "major arterials spanning multiple jurisdictions" in the Victor Valley (alternatives to Bear Valley Road, Ranchero Road) are specifically cited in the Expenditure Plan as Local Street Projects.

Issue 3: Corridor Preservation

Allocation of Major Local Highway Projects funds for corridor preservation is consistent with the Victor Valley Subarea Expenditure Plan.

The Major Local Highway Projects category in the Victor Valley Subarea Expenditure Plan specifically names the future High Desert Corridor, as well as improvements to US-395, which is currently under study for a new alignment. The purchase of right-of-way is a recognized cost of highway construction. Advanced purchase of right-of-way using local funds is allowable by the Federal Highway Administration when performed in compliance with federal requirements. Subarea representatives may wish to consider a strategic process of purchasing parcels in an identified alignment if they become available on the market as a mechanism for reducing right-of-way costs in the long term and protecting the alignment.

Issue 4: Periodic review and updating of revenue estimates and subarea needs

The allocation process should include a review of the revenue estimates and identified subareas needs for the term of the Measure.

Review of revenue estimates and identified projects during the allocation process will result in consideration of alternatives which may include assurances related to geographic equity; maintenance of reserves for unanticipated needs and for opportunities to leverage unanticipated funds; and evaluation of projects' impact upon overall subarea circulation.

Issue 5: Fair Share Contributions

Development contributions identified in the SANBAG Nexus Study are a minimum requirement of the program and shall not be considered as leveraged funding.

When submitting potential projects for funding from the Victor Valley Major Local Highway Projects program, local jurisdictions may include other local funding contributions, such as Measure I Local Street Project funds, redevelopment funds, or general funds. A proposed project with additional local funding contributions may increase project competitiveness. In such cases, development mitigation funds identified in the SANBAG Nexus Study are minimum requirements and shall not be considered as leveraged funds, except when the amount of development mitigation exceeds the amount listed in the Nexus Study or is on a project outside the Nexus Study area.

ATTACHMENT 4
POLICY DIRECTION FOR THE RURAL MOUNTAIN/DESERT MAJOR
LOCAL PROJECTS PROGRAM
(Based on input received from the Mountain/Desert Committee on January 19,
2007)

Issue 1: Guiding principles for allocation of Major Local Highway Projects funds in rural subareas:

- Allocations should be made from candidate project lists developed in cooperation with transportation planning partners.
- Allocations should serve to maximize leveraging of private, local, federal, and State dollars, with particular attention to leveraging of Interregional Transportation Improvement Program Funds on the Interregional Road System.
- Allocations should be made with an objective of delivering major local highway improvements at the earliest possible date.
- Geographic equity throughout the subarea should be considered over the term of the Measure.
- SANBAG shall actively engage in planning and project delivery of major local highway projects in collaboration with local jurisdictions and Caltrans in a manner which will minimize the time and cost of project delivery.

Issue 2: Project Eligibility

Allocations for Major Local Highway Project's funds in rural subareas should be allocated for improvements on State/Federal highways, interchanges/intersections, and major arterials spanning multiple jurisdictions based upon a projects contribution to traffic circulation and/or improved safety within the subarea.

The Major Local Highway Projects category, as listed in the Expenditure Plan, cites numerous State/Federal highways and several multi-jurisdictional/subarea projects. The estimated Measure I revenue for Major Local Highways can only be a small contribution toward any substantial project, but the Measure I contribution can nevertheless serve to leverage additional non-Measure funding sources. In certain areas, allocations of Major Local Highway Projects Funds could contribute to safety projects on State highways which may be highly desirable among local jurisdictions and could possibly advance projects funded by State Highway Operations and Protection Program funds. In rural subareas with few State highway project priorities, major arterial projects spanning multiple jurisdictions may be highly desirable. Major arterial projects spanning multiple jurisdictions can improve circulation and can serve as alternative routes to the State highway.

Issue 3: Periodic review and updating of revenue estimates and subarea needs

The allocation process should include a review of the revenue estimates and identified subareas needs for the term of the Measure.

Review of revenue estimates and identified projects during the allocation process will result in consideration of alternatives which may include assurances related to geographic equity; maintenance of reserves for unanticipated needs and/or opportunities to leverage unanticipated funds; and evaluation of projects' impact upon overall subarea circulation.

Issue 4: Development Contributions

Development contributions are considered a requirement of the Measure in rural subareas. Development contributions from development mitigation fee programs in the rural Mountain/Desert subareas should be considered as leveraged funding which could enhance a project's consideration for Major Local Highway Projects funds.

Jurisdictions in rural subareas are not required in Measure I 2010-2040 to participate in the SANBAG Nexus Study and Development Mitigation Program cited in Section VIII of the Measure. However, it is clear in the Measure that "Measure I revenue is not intended to replace traditional revenues generated through locally-adopted development fees and assessment districts." It is also clear that the "transactions and use tax revenue shall not be used to replace existing road funding programs or to replace requirements for new development to provide for its own road needs." Rural subarea jurisdictions are meeting the requirements for development contributions through preparation of Traffic Impact Analysis Reports, conditions of project approvals, fee districts, and other mechanisms. Most jurisdictions in the rural Mountain/Desert subareas are also considering or have established development mitigation programs separate from the SANBAG Nexus Study.

It is anticipated that jurisdictions in the rural subareas may submit projects for funding which include local funding contributions, such as Measure I Local funds, redevelopment funds, general funds, or development mitigation fee program funds. A proposed project with these local funding contributions may increase the competitiveness of a project. In the rural subareas, all of these local funding contributions should be considered as leveraged funds for the purpose of allocating Major Local Highway Project Funds, including those which may be generated from development mitigation fee programs which are not part of the SANBAG Development Mitigation Program.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: February 21, 2007

Subject: Amendment Number 1 to contract C03-001 with Ron DeLaby from Paladin Investigative Services, LLC for Call Box Recovery Services.

Recommendation:* Approve Amendment to contract C03-001, with Ron DeLaby from Paladin Investigative Services to provide recovery services for call box knockdowns throughout San Bernardino County for an additional two-year period, as outlined in the Financial Impact Section below.

Background: **This is an amendment to a Sole Source Contract.** The San Bernardino Service Authority for Freeway Emergencies (SAFE) operates 1,600 call boxes on the freeways and highways in San Bernardino County. On average, 120 call boxes are knocked-down each year. During a two year period of November 1, 2004 through October 31, 2006 there were 283 call boxes knocked down in San Bernardino County. The cost to repair each call box can be as high as \$4,000 per knockdown and the cost to repair each call box varies based upon the extent of the damage to each call box. Call boxes have a built in tilt alarm, and when activated, a notification is immediately sent to the California Highway Patrol (CHP). Because a knocked-down call box may indicate an accident with injuries, most often a CHP officer is dispatched to the scene and as a result, compiles a Traffic Collision Report. These reports are of great assistance in determining who exactly damaged the call box for the purpose of pursuing a recovery option. Sometimes CHP does not generate a report for knocked-down or damaged call boxes, because a tilt alarm was not activated and CHP never was dispatched to the scene or the driver was able to leave the incident site before CHP arrived.

Approved
Plans and Programs Policy Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

Most SAFEs do not attempt to recover the costs of knocked-down call boxes or attempt to recover funds from motorist/insurance companies. SAFEs that do recover funds either do so through their existing SAFE staff or through their management consultant contracts (which serve as an extension of Staff). Since the San Bernardino call box program staffing is limited and Staff does not have expertise in this arena, the SAFE employs the services of a consultant who is familiar with law enforcement and who has worked in the area of insurance claims. Mr. Ron DeLaby is considered an expert in this field, as he holds a privates investigators' license, is a retired Police Officer who worked for 20 years in the Inland Empire, has worked as an insurance claims' adjuster and is licensed in that field. Within the past five years Mr. DeLaby has recovered over \$193,000 for San Bernardino SAFE. Mr. DeLaby's contract is based on the terms that the SAFE reimburses Mr. DeLaby 33% of any funds recovered by the claim. If Mr. DeLaby does not recover any damages from the motorist or the insurance company, then the SAFE is not obligated to reimburse Mr. DeLaby for his time.

An extension of the existing Sole Source Agreement meets the SANBAG Sole Source Contracting requirements, because Mr. DeLaby:

1. has unique qualifications to perform this work for the agency,
2. has demonstrated experience with this and other agencies to complete this work, and
3. based on discussion with other SAFEs throughout California, there are no other known consultants that can perform this work, therefore there is a lack of competition for this unique type of work.

Therefore, since the SAFE has utilized Mr. DeLaby's services on a sole source basis since 1992, and since funds exist in the current contract to extend the contract, Staff recommends approval of the two-year extension.

Financial Impact: Since this amendment only extends the contract period, and funds exist within the contract to fund this extension period, there is no additional impact to the current budget. Funding for future year budgets will be budgeted accordingly, utilizing Department of Motor Vehicle Revenue. TN 70207000.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on February 21, 2007. This item has been reviewed to as to form by SAFE Legal Counsel.

Responsible Staff: Marla Modell, Air Quality/Mobility Specialist
Michelle Kirkhoff, Director of Air Quality/Mobility Programs

SANBAG Contract No. 03-001-01

by and between

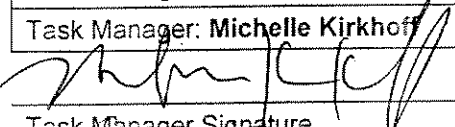
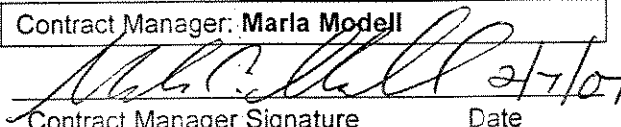
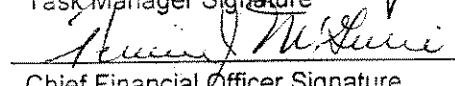
San Bernardion Associated Govenments

and

Paladin Investigative Services, LLC

for

Services to recover Damages to San Bernardino County Call Boxes

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID <u>PG3</u>	Retention: <input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment	
Notes:				
Original Contract: \$ <u>125,000</u> Contingency Amount: \$ _____	Previous Amendments Total: \$ _____ Previous Amendments Contingency Total: \$ _____ Current Amendment: \$ _____ Current Amendment Contingency: \$ _____ Contingency Amount requires specific authorization by Task Manager prior to release.			
Contract TOTAL →				\$ 125,000
↓ Please include funding allocation for the original contract or the amendment.				
<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>70208000</u>	<u>5553</u>	<u>SAFE Vehicle</u> <u>Registration Funds</u>	<u>0760</u>	\$ <u>27,000</u>
Original Board Approved Contract Date: <u>3/6/02</u> Contract Start: <u>7/1/02</u> Contract End: <u>6/30/07</u> New Amend. Approval (Board) Date: <u>3/7/07</u> Amend. Start: <u>7/1/07</u> Amend. End: <u>6/30/09</u>				
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: <u>07/08</u> \$ <u>27,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ <u>25,000</u>	
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, which Task includes budget authority? <u>Will be incorporated into next year's budget, TN 70208000</u> If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input type="checkbox"/> Intergovernmental <input checked="" type="checkbox"/> Private <input checked="" type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local				
Disadvantaged Business Enterprise: <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: <u>Michelle Kirkhoff</u>			Contract Manager: <u>Marla Modell</u>	
 Task Manager Signature		 Contract Manager Signature		Date <u>2/7/07</u>
 Chief Financial Officer Signature		Date <u>2/7/07</u>		

Filename: CSS0300101.doc

Amendment to Contract 03-001-01

By and Between
SAN BERNARDINO SERVICE AUTHORITY FOR FREEWAY
EMERGENCIES
And
PALADIN INVESTIGATIVE SERVICES, LLC
For
SERVICES TO RECOVER DAMAGES TO SAN BERNARDINO COUNTY
CALL BOXES

WHEREAS, the San Bernardino Service Authority for Freeway Emergencies, hereinafter referred to as "SAFE" and Paladin Investigative Services, LLC, hereinafter referred to as "CONSULTANT", have previously entered into a contract effective March 6, 2002, wherein SAFE engaged CONSULTANT to provide cost recovery services associated with the San Bernardino Motorist Aid Call Box System.

WHEREAS, SAFE and CONSULTANT desire to amend the Contract to extend the term for two additional years.

NOW, THEREFORE, SAFE Contract 03-001 is hereby amended as follows:

1. **Section 1.2. Term:** The term of this Agreement shall be from July 1, 2002 to June 30, 2009, unless earlier terminated as provided herein.
2. **Section V.2. Delivery of Notices:** Amend the SAFE address to read:

SAFE: San Bernardino Associated Governments
 1170 W. 3rd Street, 2nd Floor
 San Bernardino, CA 92410-1715
3. All other portions of this Agreement shall remain in full force and effect and are incorporated herein by this reference.

IN WITNESS WHEREOF, the authorized parties have below signed and executed this Amendment to the Contract and shall be effective on the date set forth above.

SAN BERNARDINO SAFE:

By: _____
Dennis Hansberger, President

**REVIEWED AND RECOMMENDED
FOR APPROVAL:**

By: _____
Mark A. Grasso, Executive Director

**APPROVED AS TO LEGAL FROM
FOR SAFE:**

By: _____
Jean-Rene Basle, SAFE Counsel

CONSULTANT:

By: _____
Ron C. DeLaby
Paladin Investigative Services

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 7

Date: February 21, 2007

Subject: Corridor Mobility Improvement Account (CMIA) Status

Recommendation:* Receive report on California Transportation Commission (CTC) staff recommendations for allocation of CMIA funds and testimony offered to the CTC on February 20, 2007 in Sacramento, and provide direction for the special meeting of the CTC on the CMIA on February 28 and March 1, 2007.

Background: Proposition 1B, approved by the voters of California in November 2006, provides for about \$19.9 billion in additional transportation funding within California. Of this total, \$4.5 billion is for the Corridor Mobility Improvement Account. On January 10, 2007, the SANBAG Board of Directors approved nomination of the projects on the SANBAG CMIA List (Attachment 1), including projects listed by Caltrans, to the California Transportation Commission for funding from the CMIA.

CTC staff has indicated that its recommendations would be made publicly available by no later than February 16, but the recommendations are not available at the time of preparation of this item. The CTC has also set an additional meeting in Sacramento on February 20, 2007, to take testimony from elected and other officials in support of various projects, with the expressed intent of minimizing non-technical advocacy at the meeting of February 28 to March 1, 2007. The six-county SCAG Region and the nine-county Bay Area will receive 20 minutes each before the CTC on February 20th to speak in support or

Approved
Plans and Programs Policy Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

opposition to the CTC staff recommendations; other parts of the state will get less time.

Staff will brief the committee on the CTC staff recommendations and provide a sense of the February 20th testimony. The committee may then provide any additional direction it considers appropriate for the special meeting of the CTC to allocate CMIA funds on February 28 and March 1, 2007.

Financial Impact: CMIA allocations are unlikely to have a significant impact on the approved Fiscal Year 2006-2007 SANBAG Budget, but could profoundly benefit both the levels of funding for major projects construction, and support of monitoring and operation of the freeway system in San Bernardino County.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on February 21, 2007.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

PRELIMINARY DRAFT
Caltrans CMIA Project Candidates
(\$ x 1,000)

Dist.	EA#	County	Route	PM Back	PM Ahead	PSR	Description	Total Project Cost	Current Programmed Funding	Proposed CMIA	Other Proposed Fund Sources				Project Milestones	
											STIP IIP Augmentation	STIP RIP Augmentation	Local Measure	Other	PA&ED	Construction Start
08	04160	RIV	215	8.4	15.7	12/31/06	Route 215 Widening - L-15 to Scott Road	\$55,000		\$55,000					1/1/2010	5/1/2012
08	0F541	RIV	91	0	10.8	12/31/06	77/91 Interchange and Connector	\$99,014		\$99,014					10/1/2009	7/1/2012
08	44840	RIV	91	15.6	21.6	Yes	Route 91 HOV Lanes from Adam St to 60/91/215 Interchange	\$238,108	\$76,616	\$181,490					4/1/2007	7/1/2012
08	355560	SBD	15	41.9	46	Yes	On Route 15; Widening Phase 2									
08	49750	SBD	10	11.6	19.1	Yes	Completes the widening from Victorville to Barstow	\$135,716	\$99,286	\$46,432					3/1/2008	9/1/2010
08	0F150	SBD	10	33.3	36.9	Don't Know	In Fontana; Widen Exit Ramps and Construct Auxilia	\$30,325		\$30,325					1/1/2008	6/1/2009
							Redlands & Yucaipa; Construct Westbound Mixed Flow	\$43,186		\$38,186			\$5,000		6/1/2007	2/1/2010
08	007130	SBD	215	4.1	10.1	Yes	In San Bernardino from just North of Route 10 to the Route 210 Interchange. Construct HOV Lanes, Mixed-Flow Lanes and operational improvements (TCR #57)	\$769,202	\$657,509	\$111,693					12/1/2005	11/1/2010
08	043510	SBD	58	21.8	31	Yes	Near Hinkley from Valley View Drive to Agate Road. Realign and Widen to 4-Lane Expressway.	\$108,657	\$15,007	\$93,580					5/1/2009	5/1/2012
TOTALS								\$1,460,116	\$838,418	\$621,700	\$0	\$0	\$5,000	\$0		

ATTACHMENT 1

DRAFT LIST CMIA CANDIDATE PROJECTS 12/6/06

Route	PM Back	PM Ahead	Description	Implementing Agency	Total Project Cost	Requested CMIA	Fund Source	Comments
10	29.4	39.2	Redlands Install TSM Field Elements & Ramp Improv	Caltrans	\$16,325	\$16,325		Part of I-10 Mainline HOV Project
10	11.6	19.1	In Fontana, widen Exit Ramps and Construct Aux Lanes	SANBAG	\$30,325	\$30,325		Inter County connection for Riverside County
10	33.8	66.9	Redlands & Yucaipa Construct Variable TSM Field Elements	SANBAG	\$30,000	\$30,000	CMIA	Measure funds to be shifted to I-215
10	20.1	22	Route 10 Pepper Ave Interchange Modification	SB County	\$36,640	\$21,438	CMIA	Interchange improvements are necessary prior to I-10 Mainline HOV improvements
10	14.8	15.5	Route 10 Citrus Avenue Interchange Reconstruction	Fontana	\$57,135	\$43,255	CMIA	
10	17.8	19.3	Route 10 Cedar Interchange Reconstruction	SB County	\$40,261	\$32,151	CMIA	I-10 Mainline HOV included in Measure 12010-2040
10	18.7	20.8	Route 10 Riverside Ave Interchange Reconstruction	Rialto/SANBAG	\$29,714	\$16,655	CMIA	
10							Fed	
10							Local	
10	12.5	13.8	I-10 Cherry Interchange Reconstruction	Fontana	\$59,950	\$46,730	CMIA	
10			TSM Field Elements	SANBAG	\$22,783	\$22,783	DIF	
15	43.8	44.7	Route 15 Widening (Phase 2)	Caltrans	\$135,718	\$48,432	CMIA	Long term high priority project for both Caltrans and SANBAG that has had a history of inadequate funding
15	16.2	26.5	Neel Devore Install TSM Field Elements	Caltrans	\$22,716	\$22,716	Fed	
15	38.3	39.4	Route 15 La Mesa Road/Nisqually Road Interchange	Victorville	\$65,085	\$31,335	CMIA	New Local interchanges on I-15 that relieve congestion at existing local interchanges
15							Fed	
15							Local	
15	29.5	30.9	I-15 Rancho Rd Interchange Construction	Hesperia	\$54,000	\$27,000	CMIA	
15							Local	
210							DIF	
210	0	22.8	Route 210 Connection to I-215	SANBAG	\$54,967	\$22,000	CMIA	Final element of SR 210 High speed contractors Measure 1 funds to be shifted to I-215
210	21.8	33.2	Various Cities Install TSM Field Elements & Widen	Caltrans	\$18,767	\$18,767	RTIP	BI-County
215	17.1	101	Route 215 Fontana - Rialto Rd SR 210	Caltrans	\$69,728	\$18,393	CMIA	Widening of I-15 through San Bernardino and improving freeway interchanges
215							RTIP	
215							Fed	Measure funds to be shifted to I-215
215							RTIP	BI-County
215							Measure	Consistent with Corridor Management Plan
215	7	17.8	On Route 215 Install TSM Field Elements & Widen	Caltrans	\$11,044	\$11,044		
					\$1,383,148	\$553,849		

Route	PM Back	PM Ahead	Description	Implementing Agency	Total Project Cost	Requested CMIA	Fund Source	Comments
58	0	12.9	Construct 4-lane Expressway	Caltrans	\$164,454	\$137,701		
58	21.8	31	Realign and Widen to 4-Lane Expressway	Caltrans	\$23,811	\$6,080		
					\$188,265	\$143,781		

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 8

Date: February 21, 2007

Subject: Metropolitan Transportation Planning Process Agreement

Recommendation:* Approve Memorandum of Understanding (MOU), SANBAG Contract 07193, between the Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), Omnitrans, and Victor Valley Transit Authority for carrying out the metropolitan transportation planning process.

Background: Pursuant to 23 Code of Federal Regulations 450.310(b), SCAG is required to enter into an agreement with public transit agencies that specifies the cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and programming. The absence of such agreements has been identified as a deficiency by the Federal Transit Administration (FTA) in their triennial reviews of the transit operators and SCAG.

Because of the structure for accomplishing transportation planning and programming in Southern California, it is necessary that SANBAG, acting as the County Transportation Commission, also be a party of the MOU. Pursuant to California Public Utilities Code Section 130000, the Commission is responsible for the approval of all projects utilizing federal and state highway and transit funds as well as for transportation programming and short range planning for San Bernardino County. In addition, pursuant to California Government Code 65088.1, SANBAG is the Congestion Management Agency responsible for preparing and updating the Congestion Management Program (CMP) for

*

<i>Approved</i> <i>Plans and Programs Committee</i>		
<i>Date:</i> _____		
<i>Moved:</i>	<i>Second:</i>	
<i>In Favor:</i>	<i>Opposed:</i>	<i>Abstained:</i>
<i>Witnessed:</i> _____		

San Bernardino County. The CMP contains performance measures for the frequency and routing of public transit and for the coordination of transit service provided by separate operators.

The MOU has been developed through a joint effort of SCAG and SANBAG staff.

Financial Impact: This item has no immediate impact on the agency budget. However, through a more active participative transportation planning effort, there may be future opportunities to obtain federal planning funds for future corridor, subarea and transit-related studies.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on February 21, 2007. The MOU has been reviewed and approved as to form by the legal counsels for SCAG, SANBAG, Omnitrans and Victor Valley Transit Authority.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

SANBAG Contract No. 07193

by and between

San Bernardino Associated Governments

and

Southern California Association of Governments, Omnitrans and Victor Valley Transit Authority

for

cooperative participation in the metropolitan transportation planning process

FOR ACCOUNTING PURPOSES ONLY				
<input type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment	
Notes: This is a Memorandum of Understanding with no financial impact.				
Original Contract: \$ <u>0</u>	Previous Amendments Total: \$ _____			
Contingency Amount: \$ _____	Previous Amendments Contingency Total: \$ _____			
	Current Amendment: \$ _____			
	Current Amendment Contingency: \$ _____			
Contingency Amount requires specific authorization by Task Manager prior to release.				
Contract TOTAL →				\$ <u>0</u>
↓ Please include funding allocation for the original contract or the amendment.				
<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
				\$ _____
Original Board Approved Contract Date: <u>03/07/07</u> Contract Start: <u>03/07/07</u> Contract End: <u>Open</u>				
New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____				
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation → \$ _____		
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If yes, which Task includes budget authority? _____				
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local				
Disadvantaged Business Enterprise: <input type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: Michael Bair			Contract Manager: Michael Bair	

Michael Bair 2-8-07
Task Manager Signature Date

Michael Bair 2-8-07
Contract Manager Signature Date

Chief Financial Officer Signature Date

Filename: CSS07193-mab

C07193-mab.doc
30907000

SANBAG Contract 07193

Memorandum of Understanding Between The Southern California Association of Governments, San Bernardino Associated Governments, Omnitrans and Victor Valley Transit Authority

RECITALS

WHEREAS, the Southern California Association of Governments (SCAG) is a joint powers agency formed pursuant to Title 1, Division 7, Chapter 5 of the California Government Code (section 6500 et seq.) and is the Metropolitan Planning Organization (MPO) recognized under 23 U.S.C. 134; and

WHEREAS, SCAG is required pursuant to federal and state law to prepare, adopt and submit a Regional Transportation Plan (RTP); and

WHEREAS, SCAG pursuant to state and federal law is required to prepare, adopt and submit a multi-year Regional Transportation Improvement Program (RTIP); and

WHEREAS, SCAG is required pursuant to state and federal law and agreements to coordinate its planning activities with stakeholders, including County Transportation Commissions and is specifically required pursuant to 23 Code of Federal Regulation 450.310(b) to enter into agreements with operators of publicly owned transit services to specify cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and programming; and

WHEREAS, San Bernardino Associated Governments (SANBAG) is a County Transportation Commission created pursuant to Public Utilities Code section 130000 and is charged pursuant thereto for approval of all projects utilizing federal and state highway and transit funds and responsible for transportation programming and short range planning for San Bernardino County and is the Congestion Management Agency pursuant to Government Code Section 65088.1 and is responsible for updating the Congestion Management Program for San Bernardino County; and

WHEREAS, Omnitrans is a joint powers agency created pursuant to Section 6503.5 of the Government Code to provide public transit service within the urbanized San Bernardino Valley portion of San Bernardino County and which desires to enter into an agreement with SCAG and SANBAG to specify its role in transportation planning and programming and the congestion management process; and

WHEREAS, Victor Valley Transit Authority (VVTa) is a joint powers agency created pursuant to Section 6503.5 of the Government Code to provide public transit service within the urbanized Victor Valley portion of San Bernardino County and who desires to enter into an agreement with SCAG and SANBAG to specify its role in transportation planning and programming and the congestion management process; and

WHEREAS, SCAG and the State of California, acting through the Department of Transportation entered into a Memorandum of Understanding dated June 22, 2005 to provide for Comprehensive Federal Transportation Planning; and

WHEREAS, SCAG and SANBAG entered into a 1979 Memorandum of Understanding for the purpose of defining the roles and relationships in meeting the transportation planning and programming responsibilities; and

WHEREAS, SCAG, SANBAG, Omnitrans and VVTa desire to integrate and clarify consistently with the above referenced agreements, the roles, responsibilities and coordination of the regional transportation planning requirements and to utilize this agreement to fulfill the requirements of state and federal law and in particular the requirements set forth in 23 CFR 450.310(b).

NOW, THEREFORE IN CONSIDERATION OF THE MUTUAL PROMISES AND COVENANTS PROVIDED FOR HEREIN, SCAG, SANBAG, OMNITRANS AND VICTOR VALLEY TRANSIT AUTHORITY, HEREBY AGREE AS FOLLOWS:

Section I

PLANNING AND COORDINATION PROCESS

- 1.1 SCAG's Role:** The parties recognize SCAG as the agency with the overall responsibility for comprehensive regional transportation planning, in accordance with state and federal law, including but not limited to development and adoption of the RTP and RTIP..
- 1.2 County Transportation Commission-Role:** The parties recognize SANBAG is responsible for preparing the short and long range county transportation plans, programming state and federal transit funds and updating the congestion management program within San Bernardino County.

In developing the county plans, SANBAG is responsible to ensure that the transit capital and operating needs identified in short range transit plans or through other transit plans are considered in developing countywide transportation plans and in funding countywide transit programs. SANBAG is also responsible for ensuring that the transit projects, plans and programs identified in the countywide transportation planning and

congestion management process are recommended to SCAG for inclusion in the regional transportation planning studies, the RTIP ,and in the development of the RTP.

1.3 Transit Operator Role: Omnitrans and the Victor Valley Transit Authority, in coordination with SANBAG, shall prepare biennially a short range transit plan which includes transit studies, transit capital and operating needs for a five-year period. Omnitrans and the Victor Valley Transit Authority shall participate in the SANBAG transportation planning process, including the development of corridor and sub-regional studies, the development of short range and long range county transportation plans and the updating of the congestion management program.

1.4 Coordination Process: SCAG shall engage in a consultative process with SANBAG, Omnitrans and the Victor Valley Transit Authority in the regional planning process, consistent with applicable law and federal regulations pertaining to the roles and responsibilities of the parties in regional transportation planning.

- a. SCAG will provide the opportunity to comment on its Draft RTP and Draft RTIP to the parties and the opportunity to participate in Overall Work Program development .
- b. SCAG will provide SANBAG, in consultation with Omnitrans and the Victor Valley Transit Authority, the opportunity to submit information, including but not limited to project scope, cost, schedule and revenue assumptions that support the proposed priority order for projects, necessary for the development of the RTP and RTIP financial plans.
- c. On an annual basis, and no later than 90 calendar days following the end of the State fiscal year, SCAG, with the cooperation of SANBAG, Omnitrans and the Victor Valley Transit Authority, shall develop a listing of projects for which federal funds were obligated in the preceding program year.
- d. SCAG shall continue to maintain the Regional Transit Task Force or a successor group, to provide a forum for SANBAG, Omnitrans and the Victor Valley Transit Authority to participate to ensure that transit priorities meet the region's mobility and air quality goals.
- e. SANBAG, Omnitrans and the Victor Valley Transit Authority agree to participate in SCAG's Plans and Programs Technical Advisory Committee or any successor group established to serve the same function which shall also serve as a forum to ensure that local transportation projects, plans and programs are effectively integrated into the Regional Transportation Improvement Plan.
- f. The Executive Officers of SCAG and SANBAG shall continue to meet regularly with the Executive Officers of the other county

transportation commissions to ensure executive coordination of regional/county/local transportation issues, including issues regarding transit coordination,

1.5 Certification and Assurances: Each party shall comply with the following requirements in carrying out their respective responsibilities under this MOU:

- (1) Title VI of the Civil Rights Act of 1964, as amended, 49 U.S.C. 5332, 42 U.S.C. 2000d, and the United States Department of Transportation (U.S. DOT) implementing regulations, 49 C.F.R. Part 21, and related federal guidelines including but not limited to FTA Circular 4702.1 regarding Title VI Program Guidelines for Urban Mass Transportation Administration Recipients, and any successors thereto; and
- (2) The Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101 et seq., U.S. DOT implementing regulations, 49 C.F.R. parts 27, 37, and 38, and any successors thereto.

Section 2

General Provisions

- 2.1 Drafting:** This MOU has been prepared by all parties and has been reviewed and endorsed by each.
- 2.2 Amendments:** This MOU may be amended only by the execution by all parties of a written amendment.
- 2.3 Termination:** Any party may terminate this Memorandum of Understanding upon ninety (90) days written notice to each party, providing that the notice of termination set forth the effective date of termination and the reason for termination. Additionally, the notice of termination shall provide that the parties during the period prior to the effective date of termination shall meet to try to resolve any dispute. In the event that the termination is for cause, the termination shall not be effective if the party cures the default in its performance within the ninety day period. SCAG shall notify FTA of the withdrawal from this MOU of any party.
- 2.4 Indemnity:** Each of the parties to this MOU is a public entity. Pursuant to Government Code Section 895.4, each party shall indemnify, defend and hold each of the other parties, and their respective officers, agents and employees harmless from and against any liability and expenses, including defense costs, any costs or liability on account of bodily injury, death or personal injury of any person or for damage to or loss of risk of

property, any legal fees and any claims for damages attributable only to performance of the responsibilities as set forth in Section 1 (Planning and Coordination Process) of this MOU by the indemnifying party (Indemnitor) or its officers, agents employees, contractors and subcontractors under this MOU, except to the extent caused by the negligence or willful misconduct of an indemnified party (Indemnitee).

- 2.5 **Jurisdiction and Venue:** This MOU shall be deemed an Agreement under the laws of the State of California, and for all purposes shall be interpreted in accordance with such laws. All parties hereby agree and consent to the exclusive jurisdiction of the courts of the State of California and that the venue of any action brought hereunder shall be in Los Angeles County, California.
- 2.6 **Non-assignment.** No party may assign this Memorandum of understanding, or any part thereof, without the written consent of each party to this MOU.
- 2.7 **Notice.** Any notice or notices required or permitted to be given pursuant to this agreement may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

Mr. Mark Pisano
Executive Director
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, California 90017-3435

Mr. Tony Grasso
Executive Director
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

Mr. Durand Rall
General Manager/Chief Executive Officer
Omnitrans
1500 West 5th Street
San Bernardino, CA 92411

Mr. Kevin Kane
General Manager
Victor Valley Transit Authority
11741 E. Santa Fe
Hesperia, CA 92345

2.8 Effective Date. This Agreement shall be effective on the date (meaning the last date indicated below) all parties have fully executed this Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives.

The Southern California Association of Governments

By: _____ Date: _____
Wayne Moore Chief Financial Officer

Approved as to Form:

_____ Date: _____
Karen Tachiki
Chief Legal Counsel

San Bernardino Associated Governments

By: _____ Date: _____
Mark A. Grasso
Executive Director

Approved as to Form:

_____ Date: _____
Jean-Rene Basle
SANBAG Legal Counsel

Omnitrans

By: _____ Date: _____
Durand Rall
General Manager/CEO

Approved as to Form:

_____ Date: _____
Fiona Luke
Omnitrans Legal Counsel

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM 9

Date: February 21, 2007

Subject: Increase in the Valley Measure I Fare Subsidy for Elderly Individuals and Individuals with Disabilities using the Omnitrans Fixed Route Service.

Recommendation:* Approve an increase in the Valley Measure I fare subsidy for elderly individuals and individuals with disabilities from \$.05 per boarding to \$.10 per fixed route boarding and authorize a continuing increase in the fixed route fare subsidy as Omnitrans raises the base fare until such time as the fare subsidy for the fixed route is equal to that provided on the demand responsive services (\$.25).

Background: The Valley Measure I Expenditure Plan provides that 6% of the revenue be made available to offset fare increases and/or enhance transit services for elderly individuals and individuals with disabilities. In August 1991 the Board authorized the use of Valley Measure I revenues to offset a proposed fare increase that would apply to elderly individuals and individuals with disabilities and to provide operating assistance for demand responsive service operated by Omnitrans.

Currently, the fare subsidy for elderly individuals and individuals with disabilities using the Omnitrans services is as follows: 1) for the fixed route: \$.10 for cash fare boarding and \$.05 for each pass boarding; and 2) for the demand responsive services (Access and OmniLink): \$.25 per boarding. The current year budget for Omnitrans anticipates a total of \$330,486 in Valley Measure I fare subsidy; \$210,211 for the fixed route, \$112,455 for Access, and \$7,820 for OmniLink.

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*Approved
Plans and Programs Committee*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

The Comprehensive Operational Analysis/Short Range Transit Plan (COA/SRTP) currently being conducted for Omnitrans will be recommending additional increases to the fare structure over the next several years in an attempt to reach a ratio of passenger fares to operating expenses equal to 25% for all general public transit service. In addition, the COA/SRTP will likely include recommendations to encourage elderly individuals and individuals with disabilities capable of doing so to use fixed route system whenever possible.

Omnitrans will be proposing a change to the fare structure beginning in July 2007. SANBAG staff has been working with Omnitrans in an effort to expand the Valley Measure I \$.10 fare subsidy currently provided for cash fare boardings only to the passes sold to elderly individuals and individuals with disabilities. Approximately 73% of all fixed route boardings by elderly individuals and individuals with disabilities are by pass holders. Using the trip multipliers by pass type provided by Omnitrans, staff has estimated that more than \$100,000 in additional Valley Measure I fare subsidy for the fixed route service would be available to Omnitrans next year

Comparison of Senior and Disabled Fixed Route Fare Media

Fare Media Type	Current Fare 7/1/06	SANBAG Proposed Fare 7/1/07	Total Measure I Subsidy	Net Cost to Consumer
Cash	\$0.60	\$0.65	\$0.10	\$0.55
Day Pass	\$1.25	\$1.95	\$0.30	\$1.65
10-Pack Day Pass	\$12.50	\$19.50	\$3.00	\$16.50
7 Day Pass	\$6.00	\$11.05	\$1.70	\$9.35
31 Day Pass	\$20.50	\$33.80	\$5.20	\$28.60

Financial Impact: This item does not have an impact on the current year budget. The projected \$100,000 increase in Valley Measure I fare subsidy for the fixed route will be offset by a like reduction in the amount of Valley Measure I used to support operating assistance for the Access service.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on February 21, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 10

Date: February 21, 2007

Subject: Development Mitigation Program Cost Escalation Factor for Calendar Year 2006.

Recommendation:* Adopt the five-year rolling annual average of the Caltrans Highway Construction Items Index (12.7% for calendar year 2006) as the cost escalation factor for the San Bernardino County Development Mitigation Program

Background: One of the requirements of the Development Mitigation Program approved by the San Bernardino County Congestion Management Agency (CMA) in November 2005 is an annual update of Nexus Study project costs and fair share development contributions to these projects. This is accomplished by CMA adoption of an escalation factor to be applied uniformly by each affected jurisdiction so that development contributions keep pace with cost increases and so that no jurisdiction's development mitigation program is advantaged or disadvantaged by the choice of escalation factor.

At the July 2006 Board of Directors Meeting, a five-year rolling annual average of the Caltrans Highway Construction Index was selected as the methodology to be used when calculating a cost escalation factor to be applied to the arterial, interchange and railroad grade separation projects listed in the San Bernardino County Development Mitigation Nexus Study. The use of a five-year rolling average was recommended by staff after substantive and lengthy discussion at both the Comprehensive Transportation Plan Technical Advisory Committee and the Plans and Programs Policy Committee. Ultimately, a five-year rolling annual

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Approved
Plans and Programs Policy Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

average of the Caltrans Highway Construction Items Index was selected based on a compromise between best technical data available and the realities of implementing substantial cost escalation into the development mitigation programs of local jurisdictions. The percentage increase in the Caltrans Highway Construction Items Index for calendar year 2005 was 24.1%. The five-year rolling annual average of the Index was 12.9%.

Use of a five-year rolling average was determined to be the best solution because it provides local jurisdictions insulation from the volatility of an annualized escalation factor. In addition, use of a five-year rolling annual average ensures that spikes in cost escalation are smoothed out over time, allowing escalation to be absorbed over several years. The trade-off that was noted in the cost escalation factor agenda item for the July, 2006 Board meeting however, was that a five-year rolling annual average would also dampen the downward trends in cost escalation as well. Consequently, in years with minimal increases or decreases in construction costs, jurisdictions would still be required to implement the five-year rolling annual average as a cost escalation factor. This is exactly the situation for year 2006, as shown in the table below.

Table 1: Caltrans Highway Construction Items Index

Year	Annual Index Value	% Change from Prior Year
2001	154.1	5.40%
2002	142.2	-7.72%
2003	148.6	4.50%
2004	216.2	45.49%
2005	268.3	24.10%
2006	280.6	4.58%

The five-year rolling annual average of the Caltrans Highway Construction Items Index is 12.7%. Moreover, due to the dramatic price escalation that was experienced in 2004 and 2005, the five-year rolling annual average will continue to hover around the 12 to 15% level until the years with high escalation are no

longer included in the average, or unless substantial cost decreases occur over the next several years.

The 12.7% escalation factor would be applied to all regional arterial, railroad grade separation, and interchange projects listed in the Nexus Study, and provide the basis for adjustments to the regional portion of fees listed in local development mitigation programs. The choice of an escalation factor for local projects not included in the Nexus Study is outside SANBAG's purview. The Development Mitigation Program requires that jurisdictions adopt this escalation factor by resolution to maintain conformance with the program (ref. Appendix J of the Congestion Management Program).

The Development Mitigation Nexus Study is scheduled to be updated in 2007. As part of the update, each local jurisdiction will have the opportunity to revise its cost estimates for arterial and grade separation projects. Staff recommends allowing jurisdictions to choose one of two options when addressing cost escalation for this year:

1. Use 12.7%, which is the five-year rolling average of the Caltrans Highway Construction Items Index.
2. Update project costs based on engineering estimates or another technically defensible planning-level study. Local jurisdictions would be required to demonstrate to SANBAG staff that the estimates are reasonable and provide an accurate basis for cost escalation.

Development contributions need to account for the escalation in costs if funding is to have any chance of keeping pace with the need for transportation improvements. The two options presented here provide jurisdictions with the stability of maintaining the cost escalation methodology selected last year, but also provide jurisdictions with the ability to update costs based on engineers estimates that are well-documented and can be substantiated. Each local jurisdiction will need to send a letter to SANBAG indicating which mechanism for cost escalation it will use for calendar year 2006 by April 30, 2007. SANBAG staff will make this request in a letter to City Managers as part of the request for data on the 2007 update of the Development Mitigation Nexus Study. For either scenario, local jurisdictions would be required to revise their development mitigation program by resolution and submit a copy of the resolution to SANBAG by January 2, 2008.

Financial Impact: There is no financial impact to the CMA for this item. All staff activities are consistent with the adopted Budget, TN 20307060 Congestion Management Program—Victor Valley and TN 20307060—Valley.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on February 21, 2007.

Responsible Staff: Ryan Graham, Transportation Planning Specialist
Steve Smith, Principal Transportation Analyst

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 11

Date: February 21, 2007

Subject: Measure I Five Year Capital Improvement Plans

Recommendation:* Accept the Measure I 2006-2010 Summary Report of Capital Improvement Plans for Local Pass-Through Funds in the San Bernardino Valley Subarea.

Background: Measure I requires that each local jurisdiction receiving Local Pass-Through Funds annually adopt a Five Year Capital Improvement Plan that identifies the specific projects upon which funds shall be expended. Since only four years remain on Measure I 1990-2010, this year local jurisdictions were required to submit Four Year Capital Improvement Plans. The summary report is a compilation of the plans adopted by each jurisdiction and provides information on progress toward meeting the objectives of the program.

Plans for the Valley jurisdictions contain projects for local priorities. The plans submitted by Valley jurisdictions are included in this agenda.

Financial Impact: This item has no direct impact upon the budget. The report contains detailed information on expenditures to be made by local jurisdictions under the guidance established by Board actions and the Measure. Staff activities related to this item are consistent with the adopted Budget, Task No. 50407000, Measure I Admin – Valley.

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Approved
Plans and Programs Policy Committee

Date:

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

Plans and Programs Committee Agenda
February 21, 2007
Page 2

Reviewed By: This item will be reviewed by the Plans and Programs Committee on February 21, 2007. This item was reviewed and unanimously recommended for approval by the Mountain/Desert Committee on January 19, 2007.

Responsible Staff: Ryan Graham, Transportation Planning Specialist

PPC0702B-RPG.DOC
Attach: MICIP0610-RPG.XLS
50407000

CITY OF CHINO
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

The City of Chino will continue to place emphasis on both the regional and sub-regional arterial roadway system during the next four years of the Measure I program. At least 50 percent of the Measure I funds will be earmarked for specific capital projects that are geared toward improving traffic flow and motorist convenience. Failing pavement surfaces will be rehabilitated and traffic striping modified as needed to accommodate increased traffic demand, and intersection capacity will be improved with new and modified traffic signals.

In addition to the above capital projects program, Chino will continue to allocate up to 50 percent of the annual Measure I funds toward public works maintenance activities. Maintenance work will continue to include the City's traffic signal maintenance, sidewalk and curb repair, and pavement repair and overlay on the local street system.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	City-wide	Asphalt Pavement Overlay	\$350,000
	City-wide	Concrete Maintenance/Graffiti Abatement	\$250,000
	City-wide	Traffic Control/Signal Maintenance	\$100,000
	Chino Avenue 5th to Monte Vista	Street Improvements	\$25,000
	Walnut Avenue Benson to Mountain	Street Improvements	\$20,000
	Schaefer Avenue & Roswell Avenue South	Traffic Signal	\$10,000
	Chino Transit Center	Transit Stop Accessibility	\$5,000
	Central Avenue & Philadelphia Ave	Intersection Improvements	\$190,000
	Riverside Drive Oaks, Benson, Yorba	Traffic Signal Modifications	\$200,000
	Philadelphia Avenue & Ramona Avenue	Traffic Signal Modifications	\$50,000
	Riverside Drive & Euclid Avenue	Traffic Signal Modifications	\$5,000
	Traffic Control Expansion Center	Traffic Signal Communications	\$10,000
	Chino/Central, 5th St, Riverside/Norton, Ramona n/o Edison, Ramona s/o Edison, 12 St, G St, F St, Walnut w/o East End, Walnut e/o East End, Pipeline n/o Riverside, Roswell n/o Riverside, Edison w/o Central, Yorba s/o Schaefer	RR Crossing Improvements	\$10,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Philadelphia Avenue & Norton Avenue	Traffic Signal and Intersection Improvements	\$50,000
	Chino Hills Parkway & Monte Vista Avenue	Traffic Signal	\$50,000
	7th Street	Street Improvements	\$5,000
	Central Avenue	Traffic Signal Battery Back-up	\$50,000
	Oaks, Roswell, Cypress, Downtown and E. Chino Area	Street Sign Improvements	\$10,000
	Monte Vista & D Street	Traffic Signal	\$10,000
2007/2008	City-wide	Asphalt Pavement Overlay	\$350,000
	City-wide	Concrete Maintenance/Graffiti Abatement	\$250,000
	City-wide	Traffic Control/Signal Maintenance	\$100,000
	Mountain Avenue & Schaefer Avenue	Traffic Signal Modification	\$10,000
	Central Avenue & Villa Serena	Traffic Signal	\$100,000
	Redwood Avenue & Schaefer Avenue	Traffic Signal	\$15,000
	Central Avenue & Shopping Center I	Traffic Signal	\$15,000
	Kimball Avenue & Fern Avenue	Traffic Signal	\$15,000
	Kimball Avenue & San Antonio	Traffic Signal	\$15,000
	Ramona Avenue & Philadelphia Avenue	Traffic Signal Modification	\$15,000
	Philadelphia Avenue & Target Driveway	Traffic Signal	\$15,000
	Euclid Avenue & Kimball Avenue	Traffic Signal Modification	\$15,000
	Euclid Avenue & Bickmore Avenue	Traffic Signal Modification	\$20,000
	Euclid Avenue & Pine Avenue	Traffic Signal Modification	\$25,000
	Ramona Avenue Schaefer to Edison	Pavement Rehabilitation	\$150,000
	Schaefer Avenue Fern to Mountain	Pavement Rehabilitation	\$125,000
	Central Avenue & Edison Avenue	Intersection Improvements	\$120,000
	Fern Avenue Schaefer to Edison	Pavement Rehabilitation	\$150,000
2007/2008	City-wide	Asphalt Pavement Overlay	\$350,000
	City-wide	Concrete Maintenance/Graffiti Abatement	\$250,000
	City-wide	Traffic Control/Signal Maintenance	\$100,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Philadelphia Avenue Bridge over San Antonio Creek	Bridge Widening	\$400,100
	Central Avenue & Phillips Avenue	Traffic Signal Modification	\$60,000
	Central Avenue & Francis Avenue	Traffic Signal Modification	\$55,000
	Philadelphia Avenue & Town Square	Traffic Signal Modification	\$50,000
	Philadelphia Avenue & Telephone Avenue	Traffic Signal Modification	\$55,000
	TS Controller Upgrade Ph. 1	Traffic Signal Equipment Upgrade	\$40,000
	Riverside Drive & Monte Vista Avenue	Traffic Signal Modification	\$50,000
	Chino Avenue & Ramona Avenue	Traffic Signal Modification	\$15,000
2009/2010	City-wide	Asphalt Pavement Overlay	\$350,000
	City-wide	Concrete Maintenance/Graffiti Abatement	\$250,000
	City-wide	Traffic Control/Signal Maintenance	\$100,000
	Pine Avenue	Roadway and Bridge	\$545,000
	El Prado Road to SR-71		
	East End Avenue	Widening	\$200,000
	Philadelphia Ave to SR-60		
TOTAL			\$5,775,100

Contact Name: Jose A. Alire, T.E.
 Transportation Manager
 (909)464-8307
 Resolution No. 2005-055

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005

\$5,134,394
 \$74,611

CITY OF CHINO HILLS MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

The City of Chino Hills has programmed Measure I revenue for fiscal year 2006/07 for specific types of eligible projects. There are three categories of annual projects:

- 1) Annual Overlay/Slurry Seal: Maintenance of existing streets as identified and prioritized in the City's Pavement Management Program.
- 2) Annual Sidewalk Repair Project: Replacement of damaged sidewalk throughout the City. The City is divided into maintenance zones for this purpose, and project areas rotate cyclically through the zones. Additional locations may be added as necessary to address pressing safety issues.
- 3) Annual Striping and Pavement Marking: The City identifies funding to re-stripe and mark pavement throughout the City on streets not included in the annual maintenance project.
- 4) Major and minor street improvements, which include traffic signals.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Various	Overlay/Slurry Seal	\$450,000
	Bluegrass Lane		
	Fox Hunt Road to End	Overlay/Slurry Seal	\$6,400
	Calle San Marcos		
	Olympic View Drive to Grand Avenue	Overlay/Slurry Seal	\$900
	Champion Street		
	End to Little Bend Road	Overlay/Slurry Seal	\$11,600
	East Lane		
	Rosemary Lane to End	Overlay/Slurry Seal	\$6,500
	Forest Meadow Drive		
	Hidden Spring Circle to Lost Trail Drive	Overlay/Slurry Seal	\$8,100
	Fox Hunt Road		
	Valley Springs Road to End	Overlay/Slurry Seal	\$13,100
	Foxwood Road		
	End to Champions Street	Overlay/Slurry Seal	\$8,500
	Francis Drive		
	Hay Drive to End	Overlay/Slurry Seal	\$13,500
	Galloping Hills Road		
	Eucalyptus Avenue to Buckhaven Road	Overlay/Slurry Seal	\$20,400

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Grandview Drive		
	Hay Drive to End	Overlay/Slurry Seal	\$13,800
	Hay Drive		
	Rosemary Lane to Rosemary Lane	Overlay/Slurry Seal	\$33,400
	Highgate Court		
	Stagecoach Trail to End	Overlay/Slurry Seal	\$450
	Hillside Drive		
	SR-142 to Hillside Road	Overlay/Slurry Seal	\$33,400
	Hunter Road		
	Valley Springs Road to Rainbow Ridge Road	Overlay/Slurry Seal	\$31,100
	Lost Trail Drive		
	Forest Meadow Drive to Morningfield Drive	Overlay/Slurry Seal	\$9,100
	Madrugada Drive		
	Grand Avenue to Avenida Las Ramblas	Overlay/Slurry Seal	\$1,200
	Maple Ridge Lane		
	End to Sunnybrook Lane	Overlay/Slurry Seal	\$12,100
	Maplewood Drive		
	Champions Street to Eucalyptus	Overlay/Slurry Seal	\$7,500
	Monte Verde Drive		
	Grand Avenue to La Sierra Drive	Overlay/Slurry Seal	\$2,600
	Morningfield Drive		
	Eucalyptus Ave to Peyton Drive	Overlay/Slurry Seal	\$1,500
	Morningfield Drive		
	Eucalyptus Avenue to Peyton Drive	Overlay/Slurry Seal	\$18,300
	Oakmont Way		
	Valley Springs Road to End	Overlay/Slurry Seal	\$4,100
	Oakway Lane		
	SR-142 to End	Overlay/Slurry Seal	\$26,900
	Paseo Grande		
	Calle Barcelona to Eucalyptus Avenue	Overlay/Slurry Seal	\$11,700
	Rainbow Ridge Road		
	Valley Springs Road to Hunter Road	Overlay/Slurry Seal	\$28,800

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Rosemary Lane SR-142 to End	Overlay/Slurry Seal	\$29,500
	Shady Tree Lane Valley Springs Road to Hunter Road	Overlay/Slurry Seal	\$6,100
	Stagecoach Trail Rock Springs Drive to Highgate Court	Overlay/Slurry Seal	\$600
	Sumac Lane Hillside Drive to End	Overlay/Slurry Seal	\$300
	Sunset Way Hillside Drive to End	Overlay/Slurry Seal	\$2,200
	Trotter Terrace Valley Springs Road to End	Overlay/Slurry Seal	\$9,900
	Valley Springs Road SR-142 to End	Overlay/Slurry Seal	\$103,200
	Various	Sidewalk Repair and Replacement	\$120,000
	City-wide	Striping & Street Marking	\$85,000
	Grand Avenue & Village Center Drive	Traffic Signal Modification	\$50,000
	Various	Major and Minor Streets	\$450,000
2007/2008	Aqueduct Lane Terrace Drive to Tovar Way	Overlay/Slurry Seal	\$24,400
	Bayberry Drive Paisley Drive to Pipeline Avenue	Overlay/Slurry Seal	\$63,400
	Bird Farm Road Country Club Drive to Pomona Rincon Road	Overlay/Slurry Seal	\$14,700
	Country Club Drive Bird Farm Road to Country Club Drive	Overlay/Slurry Seal	\$22,600
	Fairfield Ranch Road Soquel Canyon Parkway to Los Serranos Road	Overlay/Slurry Seal	\$15,100
	Glen Ridge Drive Pipeline Avenue to Peyton Drive	Overlay/Slurry Seal	\$40,500
	Pipeline Avenue SR-142 to Soquel Canyon Parkway	Overlay/Slurry Seal	\$50,500

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Rolling Ridge Drive SR-142 to Bayberry Drive	Overlay/Slurry Seal	\$65,300
	Valle Vista Drive Peyton Drive to Country Club Drive	Overlay/Slurry Seal	\$75,000
	Ficus Street End to Plum Street	Overlay/Slurry Seal	\$10,200
	Frost Avenue Peyton Drive to Chino Hills Parkway	Overlay/Slurry Seal	\$14,800
	Highland Pass Road Highland Pass Circle to Canon Lane	Overlay/Slurry Seal	\$8,200
	Los Serranos Country Club Drive Soquel Canyon Parkway to Yorba Ave	Overlay/Slurry Seal	\$17,900
	Los Serranos Road Los Serranos Country Club Dr to Pomona Rincon Rd	Overlay/Slurry Seal	\$20,200
	Monterey Avenue Fairway Boulevard to Mesa Boulevard	Overlay/Slurry Seal	\$14,100
	Murray Avenue End to El Molino Boulevard	Overlay/Slurry Seal	\$8,200
	Oakview Lane Valle Vista Drive to Oakshire Lane	Overlay/Slurry Seal	\$8,500
	Pomona Rincon Road End to Bird Farm Rd	Overlay/Slurry Seal	\$16,600
	Canon Lane End to Carbon Canyon Road	Overlay/Slurry Seal	\$11,600
	Clipper Drive Valle Vista Drive to Valle Vista Drive	Overlay/Slurry Seal	\$8,700
	El Molino Boulevard Pipeline Avenue to Los Serranos Boulevard	Overlay/Slurry Seal	\$10,400
	Fairfield Ranch Road Soquel Canyon Parkway to Los Serranos Road	Overlay/Slurry Seal	\$14,100
	Gird Avenue Country Club Drive to Pipeline Avenue	Overlay/Slurry Seal	\$10,700
	Highland Pass Road Highland Pass Circle to Canon Lane	Overlay/Slurry Seal	\$8,300

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Los Serranos Boulevard	Overlay/Slurry Seal	\$5,500
	Country Club Drive to Pipeline Avenue		
	Monte Vista Avenue	Overlay/Slurry Seal	\$12,100
	SR-142 to Los Serranos Road		
	Paisley Drive	Overlay/Slurry Seal	\$7,500
	Bayberry Drive to Peyton Drive		
	Peach Street	Overlay/Slurry Seal	\$6,500
	Hawthorne Avenue to Glen Ridge Drive		
	Ranch House Road	Overlay/Slurry Seal	\$7,500
	Promontory Road to Pinnacle Road		
	Rosebay Drive	Overlay/Slurry Seal	\$8,400
	End to Deodar Lane		
	Ramona Avenue	Overlay/Slurry Seal	\$16,600
	Chino Valley Fwy to Bird Farm Road		
	Various	Sidewalk Repair to Replacement	\$100,000
	Citywide	Striping and Street Marking	\$85,000
	To Be Determined	Traffic Signal Modification	\$200,000
2008/2009	Various	Overlay/Slurry Seal	\$450,000
	Alder Place	Overlay/Slurry Seal	\$26,500
	End to Cherry Drive		
	Buckingham Road	Overlay/Slurry Seal	\$64,600
	End to Ash Drive		
	Civic Center Drive	Overlay/Slurry Seal	\$51,200
	Chino Hills Parkway to Grand Ave		
	English Road	Overlay/Slurry Seal	\$14,500
	End to Peyton Drive		
	Rancho Hills Drive	Overlay/Slurry Seal	\$51,700
	Eucalyptus Ave to Windmill Creek Road		
	Hazelwood Drive	Overlay/Slurry Seal	\$21,800
	SR-142 to Tupelo Street		
	Avenida Hacienda	Overlay/Slurry Seal	\$11,800
	Rancho Hills Drive to Windmill Creek Road		

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Big Oak Avenue End to Bueno Drive	Overlay/Slurry Seal	\$14,200
	Buckhaven Road End to Galloping Hills Road	Overlay/Slurry Seal	\$12,500
	Ermine Drive Foxglove Drive to Bluebell Drive	Overlay/Slurry Seal	\$16,800
	Bluebell Drive End to Buckingham Road	Overlay/Slurry Seal	\$10,900
	Daisy Drive Foxglove Drive to Bluebell Drive	Overlay/Slurry Seal	\$7,400
	Deer Haven Drive End to Muscadine	Overlay/Slurry Seal	\$8,500
	Driftwood Street Osmunda Ave to Hazelwood Drive	Overlay/Slurry Seal	\$10,600
	Foxglove Drive Daisy Drive to Eucalyptus Ave	Overlay/Slurry Seal	\$8,500
	Garden Court End to Cork Drive	Overlay/Slurry Seal	\$8,800
	Garden View Court Civic Center Drive to Hedgerow Lane	Overlay/Slurry Seal	\$9,100
	Honeysuckle Drive Bluebell Drive to Foxglove Drive	Overlay/Slurry Seal	\$8,600
	Nordic Avenue Valley High Drive to Wild Canyon Drive	Overlay/Slurry Seal	\$10,100
	Butterfield Ranch Road - Arterial	Overlay/Slurry Seal	\$104,100
	Central Avenue - Arterial	Overlay/Slurry Seal	\$8,100
	Various	Sidewalk Repair to Replacement	\$100,000
	Citywide	Striping and Street Marking	\$85,000
	To Be Determined	Traffic Signal	\$200,000
2009/2010	Chino Avenue - Arterial	Overlay/Slurry Seal	\$128,700
	Chino Hills Parkway - Arterial	Overlay/Slurry Seal	\$123,700
	Eucalyptus Avenue Rancho Hills Drive to Galloping Hills Road	Overlay/Slurry Seal	\$199,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Grand Avenue - Arterial	Overlay/Slurry Seal	\$247,200
	Peyton Drive - Arterial	Overlay/Slurry Seal	\$236,300
	Pine Avenue - Arterial	Overlay/Slurry Seal	\$14,200
	Pipeline Avenue - Arterial	Overlay/Slurry Seal	\$18,200
	Ramona Avenue - Arterial	Overlay/Slurry Seal	\$8,000
	Soquel Canyon Parkway - Arterial	Overlay/Slurry Seal	\$97,400
	Various	Sidewalk Repair to Replacement	\$100,000
	Citywide	Striping and Street Marking	\$85,000
TOTAL			\$5,207,850

Contact Name: Garry Cohoe
 City Engineer
 (909)364-2771
 Resolution No. 06R-53

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005

\$5,134,394
 \$2,114,257

CITY OF COLTON MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

The City of Colton General Plan Circulation Element currently identifies proposed improvements of the City Street System for next twenty years. Implementation of these improvements is dependent on rates of development and the availability of funding from a variety of sources, including Measure I funds. Current emphasis is placed on street capacity improvements to accommodate growing traffic volumes as identified in the Five Year Measure I Plan. Colton is a mature City with an extensive existing road system. Pavement management programs are currently implemented to protect this sizable investment. As the City of Colton nears build-out, estimated near the year 2025, roadways constructed with Measure I funds will also experience a growing need for protective maintenance. Over the next twenty years, the City of Colton will substantially increase the allocation of Measure I Funds for rehabilitation and reconstruction of these existing facilities.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Reche Canyon 0.5m s/o Washington St to County Line	Street Widening	\$600,000
	8th Street	Missing Links of curb and gutter construction	\$232,600
2007/2008	Citrus to Johnston Street Pavement Rehab. Phase 7	Street Overlay/Slurry Seal	\$303,400
	Mt Vernon Avenue Washington Street to M Street	Curb, gutter and pavement construction	\$580,000
2008/2009	Mt Vernon Avenue north of Valley	Street Rehabilitation	\$436,200
	Street Pavement Rehab. Phase 8	Street Overlay/Slurry Seal	\$500,000
2009/2010	Street Pavement Rehab. Phase 9	Street Rehabilitation	\$325,400
	Washington Street Extension	Street Overlay/Pavement Construction	\$400,500
TOTAL			\$3,378,100

Contact Name: Amer Jakher
City Engineer
(909)370-5065
Resolution No. R-65-06

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005

\$3,476,745
\$2,034,690

**CITY OF FONTANA
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010**

EXPENDITURE STRATEGY

The City of Fontana will continue to place emphasis on both the regional and sub-regional arterial roadway system during the next five years of the Measure I program. Our Measure I funds allocation will be utilized for specific capital projects that will target improved traffic circulation and public safety. As capacity needs are generated with increased vehicular traffic, the City will focus on street and intersection widening, new and modified traffic signals, modifying existing signing and striping, median construction, and intelligent vehicle highway system implementation.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Slover Avenue @ Live Oak Avenue	Traffic Signal	\$350,000
	City-wide	Traffic Signal Communication System	\$35,000
	Citrus Avenue Valley to Foothill	Traffic Signal Interconnect	\$700,000
	Alder Avenue	Roadway Widening and Sidewalk	\$500,000
	San Bernardino Ave to Baseline	Traffic Signals and Roadway Modifications	\$10,000
	Foothill Boulevard Tokay to Almeria	Traffic Signal and Roadway Widening	\$600,000
	Alder Avenue @ Miller Avenue	Traffic Signal and Modification	\$253,000
	Foothill Boulevard @ Maple Avenue	Traffic Signal and Modification	\$60,000
	Baseline Avenue @ Laurel Avenue	Traffic Signal Modification and Widening	\$125,000
	Cherry Avenue @ Valley Boulevard	Sidewalk Installation	\$500,000
	City-wide	Traffic Signal Modification and Widening	\$300,000
	Etiwanda Avenue @ Slover Avenue	Computerized Traffic Control System and Data Collection/Studies/Analysis	\$76,000
	City-wide	Signal Controllers/Cabinets Updates and Modifications	\$45,000
	San Bernardino Avenue @ Elm Avenue	Traffic Signal	\$175,000
	City-wide	Intersection Safety and Review Analysis	\$50,000
	City-wide	Computerized Signal Coordination and Traffic Control Equipment	\$28,000
	City-wide	Electronic Signal Detection and Data Transmission A/S Incident/Data	\$75,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Foothill Boulevard East Ave to Maple Ave	Roadway Widening and Sidewalk	\$300,000
	Sierra Avenue Jurupa to Summit	Fiber Optic Communications	\$10,000
	Cherry Avenue Beech Avenue to I-15	Roadway Widening	\$25,000
	Foothill Boulevard @ Alder Avenue	Traffic Signal Modifications and Sidewalk Improvements	\$1,110,000
	Arrow Boulevard @ Locust Avenue	Traffic Signal Modification	\$375,000
	Alder Avenue @ Merrill Avenue	Traffic Signal	\$600,000
	Alder Avenue @ Randall Avenue	Traffic Signal	\$600,000
2007/2008	City-wide	Signal Controllers/Cabinets Updates and Modifications	\$45,000
	City-wide	Computerized Signal Coordination and Traffic Control Equipment	\$28,000
	City-wide	Traffic Signal Communication System	\$35,000
	City-wide	Computerized Traffic Control System and Data Collection/Studies/Analysis	\$76,000
	City-wide	Intersection Safety and Review Analysis	\$50,000
	City-wide	Electronic Signal Detection and Data Transmission A/S Incident/Data	\$75,000
	Valley Boulevard @ Live Oak Avenue	Traffic Signal and Roadway Modifications	\$300,000
	Beech Avenue @ Valley Boulevard	Traffic Signal and Roadway Modifications	\$60,000
	Baseline Avenue @ Laurel Avenue	Traffic Signal and Modification	\$450,000
	Etiwanda Avenue @ Slover Avenue	Traffic Signal and Roadway Widening	\$200,000
	Cherry Avenue Beech Avenue to I-15	Roadway Widening	\$100,000
	Valley Boulevard @ Cypress Avenue	Traffic Signal and Roadway Modifications	\$300,000
	Valley Boulevard @ Redwood Avenue	Traffic Signal and Roadway Modifications	\$300,000
2008/2009	Foothill Boulevard @ Cypress Avenue	Traffic Signal and Interconnect	\$350,000
	City-wide	Signal Controllers/Cabinets Updates and Modifications	\$45,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	City-wide	Computerized Signal Coordination and Traffic Control Equipment	\$28,000
	City-wide	Traffic Signal Communication System	\$35,000
	City-wide	Computerized Traffic Control System and Data Collection/Studies/Analysis	\$76,000
	City-wide	Intersection Safety and Review Analysis	\$50,000
	City-wide	Electronic Signal Detection and Data Transmission A/S Incident/Data	\$75,000
	Beech Avenue @ Valley Boulevard	Traffic Signal and Roadway Modifications	\$500,000
	San Bernardino Avenue @ Cypress Avenue	Traffic Signal	\$400,000
	San Bernardino Avenue @ Juniper Avenue	Traffic Signal and Interconnect	\$400,000
2009/2010	San Bernardino Avenue @ Oleander Avenue	Traffic Signal	\$400,000
	City-wide	Signal Controllers/Cabinets Updates and Modifications	\$45,000
	City-wide	Computerized Signal Coordination and Traffic Control Equipment	\$28,000
	City-wide	Traffic Signal Communication System	\$35,000
	City-wide	Computerized Traffic Control System and Data Collection/Studies/Analysis	\$76,000
	City-wide	Intersection Safety and Review Analysis	\$50,000
	City-wide	Electronic Signal Detection and Data Transmission A/S Incident/Data	\$75,000
	Merrill Avenue @ Mango Avenue	Traffic Signal	\$400,000
	Randall Avenue @ Juniper Avenue	Traffic Signal	\$400,000
	Merrill Avenue @ Palmetto Avenue	Traffic Signal	\$400,000
	Arrow Boulevard @ Oleander Avenue	Traffic Signal and Interconnect	\$400,000
	Randall Avenue @ Oleander Avenue	Traffic Signal	\$400,000
TOTAL			\$1,589,000

Contact Name:

Eric Lewis
City Traffic Engineer
(909)350-6652
Resolution No. 2006-225

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005

\$10,786,939
\$3,780,008

**CITY OF GRAND TERRACE
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010**

EXPENDITURE STRATEGY

The City of Grand Terrace's existing road network is fairly well established. Therefore, the City's primary use of Measure I funds will be for the reconstruction and maintenance of existing City streets. It is the City's intent to design and begin construction of the project the same year the project is identified in the Four-Year Capital Improvement Plan.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Barton Road Bridge Program	Replacement and widening of Bridge	\$53,950
	Victoria from Canal to Pascal	Slurry Program	\$1,237.17
	Pascal from Victoria to Carhart	Slurry Program	\$3,543.62
	McClarren from Vivienda to Canal	Slurry Program	\$6,114.13
	Garden Ave from Pico St to end	Slurry Program	\$3,287.71
	Garden Ct from Pico to end	Slurry Program	\$1,721.28
	Dickens Ct from Pico to end	Slurry Program	\$1,804.41
	Sarburg Ct to end	Slurry Program	\$1,793.00
	Mirado Ave from Pico to Ladera	Slurry Program	\$6,788.95
	Darwin Ave from Pico to Ladera	Slurry Program	\$6,573.79
	Cardinal from Warbler to 22700 Cardinal	Slurry Program	\$7,106.80
	Thrush from Warbler to Oriole Ave	Slurry Program	\$5,731.08
	Oriole from Lark to Cardinal	Slurry Program	\$5,731.08
	Wren from Whistler to Observation	Slurry Program	\$6,304.84
	Eaton from Preston to Holly	Slurry Program	\$15,628.44
	Minona from Preston to Eaton	Slurry Program	\$2,270.59
	Arliss Way from Arliss Dr to end	Slurry Program	\$2,700.91
2007/2008	Barton Road Bridge Program	Replacement and widening of Bridge	\$346,100
	City Wide- Slurry Program	Slurry Program	\$95,000
	Mt. Vernon from De Berry to Main	Pavement Rehab -- OS	\$278,000
	Ladera to Vivienda	Pavement Rehab -- OS	\$33,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	City Wide Striping Program	Striping Program	\$90,000
	Raven Way to Vivienda	Pavement Rehab - OS	\$36,000
	Elon from Minona to Preston	Pavement Rehab - OS	\$38,000
2008/2009	City Wide Slurry Program	Slurry Program	\$95,000
	Kingston from Minona to Arliss	Pavement Rehab - OS	\$31,000
2009/2010	Brentwood, Holly to Thames	Pavement Rehab - OS	\$45,500
	City Wide Striping Program	Striping Program	\$85,000
	City Wide Slurry Program	Slurry Program	\$95,000
TOTAL			\$1,399,888

Contact Name: Steve Berry
 Assistant City Manager
 (909)430-2226
 Resolution No. 2005-17

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005

CITY OF HIGHLAND
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

The City of Highland intends to expend approximated half of Measure I Local Pass-Through revenue on a yearly basis for new street and traffic improvements, and the remaining for maintenance of existing improvements

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Various Locations	Pavement Rehabilitation	\$380,000
	Boulder Avenue at City Creek	New Bridges (Environmental & Design)	\$200,000
	Greenspot Road at Santa Ana River	New Bridges (Environmental & Design)	\$200,000
	Base Line Road at City Creek	New Bridges (Environmental & Design)	\$200,000
2007/2008	Various Locations	Pavement Rehabilitation	\$400,000
	Boulder Avenue at City Creek	New Bridges (Environmental & ROW)	\$200,000
	Greenspot Road at Santa Ana River	New Bridges (Environmental & ROW)	\$200,000
	Base Line Road at City Creek	New Bridges (Environmental & ROW)	\$200,000
2008/2009	Various Locations	Pavement Rehabilitation	\$420,000
	Boulder Avenue at City Creek	New Bridge (Construction)	\$200,000
	Greenspot Road at Santa Ana River	New Bridge (Construction)	\$200,000
	Base Line Road at City Creek	New Bridge (Construction)	\$200,000
2009/2010	Various Locations	Pavement Rehabilitation	\$350,000
	Boulder Avenue at City Creek	New Bridge (Construction)	\$100,000
	Greenspot Road at Santa Ana River	New Bridge (Construction)	\$100,000
	Base Line Road at City Creek	New Bridge (Construction)	\$200,000
TOTAL			\$3,750,000

Contact Name: Ernest Wong
Public Works Director/City Engineer
(909)864-8732 x212
Resolution No. 2006-053

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005

\$3,428,411
\$1,729,159

CITY OF LOMA LINDA MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

The City of Loma Linda is intent upon efficiently maintaining its current roadway system utilizing Measure I funding where applicable. The current inventory of asphalt concrete (AC) streets is in varying degrees of decay. A typical AC constructed improvement has a life expectancy of 15-20 years. Through proper pavement management this can be extended 5-10 years. Our strategy is to use a combination of slurry seals, overlays and rehabilitation to accomplish this task and delay the eventual complete reconstruction for as long as possible.

In an effort to improve the quality of life as well as preserve safety, the City has chosen to include a Railroad Crossing Quite Zone study in the Four Year Plan. This study will investigate the feasibility and cost to install quite zones at the two at-grade railroad crossings within the City. With the expected 50% increase in trains passing through the City, this item has gained in importance to our citizens. However, being informed as to the responsibilities and liabilities of a Quiet Zone is prudent prior to committing the funding for the installation

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Lawton Avenue	Pavement Rehabilitation	\$160,000
	Mountain View to Whittier Avenue		
	Anderson Street	Pavement Rehabilitation and Widening	\$120,000
	I-10 Freeway to San Timoteo Channel		
2007/2008	Beaumont Avenue Bridge	Bridge Replacement (City Share)	\$171,500
	City-wide	Pavement Striping	\$30,000
	Railroad Crossing Quite Zone	Quite Zone Study	\$30,000
	City-wide	Pavement Striping	\$50,000
	City-wide	Slurry Seal Phase VI	\$150,000
	Redlands Boulevard	Pavement Rehabilitation	\$150,000
2008/2009	Whittier Avenue	Quite Zone Study	\$33,000
	Redlands Boulevard	Pavement Rehabilitation	\$200,000
	Mountain View Avenue to Easterly City Boundary		
	City-wide	Pavement Striping	\$50,000
2009/2010	City-wide	Slurry Seal Phase VII	\$150,000
	City-wide	Pavement Striping	\$50,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	City-wide	Slurry Seal Phase VIII	\$150,000
	Barton Road	Pavement Rehabilitation	\$107,000
TOTAL			\$1,601,500

Contact Name: T. Jarb Thaipejr, P.E.
Public Works Director/City Engineer
(909)799-4401
Resolution No. 2476

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005
\$1,455,312
\$276,913

CITY OF MONTCLAIR
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

With the adoption of Measure I in 1989, the City of Montclair committed the revenue to be generated from the sales tax to the rehabilitation of the Mission Boulevard Corridor. This two-and-one-quarter-mile corridor extends from the Los Angeles County Line at the San Antonio Channel to the City of Ontario at Benson Avenue. The rehabilitation work includes pavement resurfacing/replacement, installation of curb, gutter, and sidewalk, modifications to or installation of new signals, construction of a landscaped median and installation of lighting.

Due to the size of the project and the associated cost, the City proposed to construct improvements in multiple phases. The strategy is to accumulate revenues during some years and then construct a phase as funds are available. The City also intends using additional revenue at its disposal to supplement the Measure I funds. these revenue sources include already approved High Priority Project (federal transportation bill) funds, Gas Tax subventions and Redevelopment Agency funds.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Mission Boulevard From 1800 feet east of Ramona Avenue to 300 feet east of Monte Vista Avenue	This multi-phased, multi-year project includes curb, gutter, and sidewalk construction; median and parkway landscaping; storm drain construction; signal modifications and pavement rehabilitation.	\$3,200,000
2007/2008	Mission Boulevard From the Los Angeles County line to Benson Ave	This multi-phased, multi-year project includes curb, gutter, and sidewalk construction; median and parkway landscaping; and pavement rehabilitation.	\$2,000,000
2008/2009	Mission Boulevard From the Los Angeles County line to Benson Ave	This multi-phased, multi-year project includes curb, gutter, and sidewalk construction; median and parkway landscaping; and pavement rehabilitation.	\$1,000,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2009/2010	Mission Boulevard From the Los Angeles County line to Benson Ave	This multi-phased, multi-year project includes curb, gutter, and sidewalk construction; median and parkway landscaping; and pavement rehabilitation.	\$1,000,000
		TOTAL	\$7,200,000

Contact Name: Michael C. Hudson
 City Engineer
 (909)625-9441
 Resolution No. 06-2659

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005

\$2,393,676
 \$2,000,041

CITY OF ONTARIO
MEASURE 1 CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

The City of Ontario's Expenditure Strategy is to improve the regional, sub-regional, and collector street roadway system by programming up to fifty percent of annual Measure 1 revenue towards its long term Pavement Management Program. The remaining funds will be programmed by individual projects, such as traffic signals, and other roadway rehabilitation work designed to improve traffic flow and motorist's convenience.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	City-wide program	Arterial street maintenance	\$296,745
	Fourth Street	Arterial street maintenance--rubberized	\$113,000
	Vineyard to Center	slurry seal	
	Cedar Street	Arterial street maintenance--rubberized	\$103,000
	Archibald to Excise	slurry seal	
	Archibald Avenue	Arterial street maintenance--rubberized	\$118,000
	SR-60 to Riverside	slurry seal	
	Guasti Road	Arterial street maintenance--rubberized	\$76,000
	Archibald to Holt	slurry seal	
	Philadelphia Street	Arterial street maintenance--rubberized	\$97,000
	Turner to Cucamonga Creek Channel	slurry seal	
	Auto Center Drive	Arterial street maintenance--rubberized	\$111,000
	Kettering to Vanderbilt	slurry seal	
	City-wide program	Pavement Management Program	\$40,000
	Riverside Drive	Pavement Rehabilitation	\$19,020
	Cucamonga Creek to Milliken		
	Vineyard Avenue	Pavement Rehabilitation	\$711,213
	Francis to Riverside		
	San Antonio Avenue	Pavement Rehabilitation	\$936,390
	Holt to North City Limit		
	Grove Avenue	Pavement Rehabilitation	\$46,460
	at the SR-60 Freeway		
	Sixth Street	Pavement Rehabilitation	\$278,280
	Benson to Mountain		
	Francis Street	Pavement Rehabilitation	\$457,855
	Euclid to San Antonio		

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Heilman Avenue Philadelphia to Spruce	Pavement Rehabilitation	\$127,832
	Walnut Avenue Fern to Euclid	Pavement Rehabilitation	\$192,550
	Grove Avenue Grade Separation and Intersection Widening Holt to Airport	Widening of an existing grade separation and intersection	\$122,214
	Etiwanda Avenue Jurupa to Philadelphia	Pavement Rehabilitation	\$621,031
	Mission Boulevard Benson to Mountain	Pavement Rehabilitation	\$729,625
	Philadelphia Street Archibald to Vineyard	Pavement Rehabilitation	\$519,954
	Sierra Court Sultana to Pleasant	Pavement Rehabilitation	\$24,977
	City-wide program	Vehicle Traffic Counts	\$30,000
	Etiwanda Avenue and Airport Drive	Intersection Improvements	\$2,990
	Euclid Avenue and Riverside Drive	Traffic Signal Improvements	\$40,000
2007/2008	City-wide program	Arterial Street Maintenance	\$300,000
	Locations to be determined	Arterial street maintenance--rubberized slurry seal	\$700,000
	City-wide program	Pavement Management Program	\$40,000
	Locations to be determined	Install Traffic Signal Emergency Vehicle Preemption Phase 1	\$100,000
	South Milliken Avenue Grade Separation	Grade separate the Milliken Avenue arterial with the UPRR (Alhambra) line	\$12,500
	Haven Avenue Francis to La Salle	Pavement Rehabilitation	\$860,000
	Jurupa Street Carnegie to Milliken	Pavement Rehabilitation	\$710,000
2008/2009	City-wide program	Arterial Street Maintenance	\$300,000
	Locations to be determined	Arterial street maintenance--rubberized slurry seal	\$700,000
	City-wide program	Pavement Management Program	\$40,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Locations to be determined	Install Traffic Signal Emergency Vehicle Preemption Phase 1	\$100,000
	South Milliken Avenue Grade Separation	Grade separate the Milliken Avenue arterial with the UPRR (Alhambra) line	\$12,500
	Archibald Avenue Riverside to Oak Hill	Pavement Rehabilitation	\$730,000
	Jurupa Street Vintage to Etiwanda	Pavement Rehabilitation	\$600,000
2009/2010	City-wide program	Arterial Street Maintenance	\$300,000
	Locations to be determined	Arterial street maintenance--rubberized slurry seal	\$700,000
	City-wide program	Pavement Management Program	\$40,000
	Locations to be determined	Install Traffic Signal Emergency Vehicle Preemption Phase 1	\$100,000
	South Milliken Avenue Grade Separation	Grade separate the Milliken Avenue arterial with the UPRR (Alhambra) line	\$12,500
	Haven Avenue Mission to Francis	Pavement Rehabilitation	\$350,000
	Jurupa Street Rockefeller to Auto Center	Pavement Rehabilitation	\$600,000
	Baker Avenue Sixth to Eighth	Pavement Rehabilitation	\$400,000
TOTAL			\$13,522,636

Contact Name: Tom Danna
 Traffic/Transportation Manager
 (909)395-2387
 Resolution No. 2005-050

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005

\$11,472,160
 \$3,515,399

**CITY OF RANCHO CUCAMONGA
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010**

EXPENDITURE STRATEGY

The City intends to expend its Measure I funds generally as shown on our 20 year plan. However, at present, we show funds being expended in FY 2006/2007 for one large project, the Hellman Avenue storm drain and widening from west of Hellman Avenue to Amethyst Street (\$2,144,000). These funds could be reallocated in any given year depending upon a change in priorities.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	ADA Corrective Measures - City-wide	Intersection ramps and driveway modifications	\$125,000
	Archibald Avenue 19th St to Banyan	Pavement Rehabilitation	\$311,000
	Archibald Avenue Banyan to Hillside	Pavement Rehabilitation	\$300,000
	Archibald Avenue Baseline to 19th St	Pavement Rehabilitation	\$1,000
	Arrow Route Hermosa to Haven	Pavement Rehabilitation	\$250,000
	Arrow Route Archibald to Hermosa	Pavement Rehabilitation	\$2,000
	Arrow Route @ Etiwanda	Traffic Signal Modification	\$237,000
	Arrow Route Haven east to RXR Spur	Pavement Rehabilitation	\$4,000
	Arrow Route w/o Etiwanda to East City Limits	Pavement Rehabilitation	\$250,000
	Banyan Street Sapphire to Carnelian	Pavement Rehabilitation	\$200,000
	Base Line Road Carnelian to Lion	Pavement Rehabilitation	\$330,000
	Base Line Road Haven to Deer Creek Channel	Pavement Rehabilitation	\$39,000
	Base Line Road Ramona to Hermosa	Pavement Rehabilitation and Storm Drain	\$61,000
	Base Line Road West City Limits to Carnelian	Pavement Rehabilitation	\$300,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Beryl Street	Pavement Rehabilitation	\$148,000
	Cielito to 19th		
	Bus Bays - at various locations	Install bus turn-outs	\$1,000
	Carnelian Street	Pavement Rehabilitation and Storm Drain	\$1,000
	Vivero to Base Line		
	Carnelian Street	Pavement Rehabilitation	\$425,000
	Wilson to Almond		
	Church Street	Pavement Rehabilitation and Widening	\$320,000
	Archibald to Haven		
	Contract Services - Concrete Maintenance	Concrete Maintenance	\$800,000
	Grove Ave	Pavement Rehabilitation and Widening	\$77,000
	8th St to Arrow		
	Hellman Avenue	Pavement Widening, Rehabilitation, and Storm Drain	\$2,144,000
	w/o Hellman to Amethyst		
	Hermosa Avenue	Pavement Rehabilitation and Widening	\$10,000
	Foothill to Effen		
	Hermosa Avenue	Pavement Rehabilitation and Widening	\$40,000
	Highland to Banyan		
	Hermosa Avenue	Pavement Widening, Rehabilitation, and Storm Drain	\$9,000
	n/o Base Line to n/o RXR		
	Local Streets - City-wide	Pavement Rehabilitation	\$424,000
	Pavement Management	Evaluate Pavement Condition	\$16,000
	Sapphire Street	Pavement Rehabilitation	\$9,000
	19th to Banyan		
2007/2008	ADA Corrective Measures - City-wide	Intersection ramps and driveway modifications	\$100,000
	Banyan Street	Pavement Rehabilitation	\$200,000
	Carnelian to Beryl		
	Beryl Street	Pavement Rehabilitation and Storm Drain	\$1,500,000
	n/o 210 to n/o Banyan		
	Contract Services - Concrete Maintenance	Concrete Maintenance	\$500,000
	Hermosa Avenue	Pavement Widening and Rehabilitation	\$450,000
	Foothill to Effen		
	Local Streets - City-wide	Pavement Rehabilitation	\$800,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2008/2009	Terra Vista Parkway Spruce to Milliken	Pavement Rehabilitation	\$200,000
	Wilson Avenue Archibald to Haven	Pavement Rehabilitation	\$400,000
	ADA Corrective Measures - City-wide	Intersection ramps and driveway modifications	\$100,000
	Contract Services - Concrete Maintenance	Concrete Maintenance	\$500,000
	Hillside Road Carnelian to Beryl	Pavement Rehabilitation	\$250,000
	Local Streets - City-wide	Pavement Rehabilitation	\$800,000
	Milliken Avenue 7th to Arrow	Pavement Rehabilitation	\$600,000
	Vineyard Avenue 8th to Foothill	Pavement Rehabilitation	\$550,000
	ADA Corrective Measures - City-wide	Intersection ramps and driveway modifications	\$100,000
	Banyan Street Beryl to Archibald	Pavement Rehabilitation	\$400,000
2009/2010	Contract Services - Concrete Maintenance	Concrete Maintenance	\$500,000
	Haven Avenue 4th to 7th	Pavement Rehabilitation	\$300,000
	Haven Avenue Jersey to Foothill	Pavement Rehabilitation	\$300,000
	Hillside Road Beryl to Archibald	Pavement Rehabilitation	\$350,000
	Local Streets - City-wide	Pavement Rehabilitation	\$800,000
TOTAL			\$16,534,000

Contact Name: Jerry A. Dyer
 Senior Civil Engineer
 (909)477-2740 x4037
 Resolution No. 06-266

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005
 \$10,916,000
 \$6,603,888

CITY OF REDLANDS
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

Measure I pass-through funds will be used by the City of Redlands for a variety of transportation related projects, including construction of new roadways and traffic signals, reconstruction and improvements to existing roadways and traffic signals, and major roadway and traffic signal maintenance related projects. It is the intent of the City of Redlands to expend all Measure I pass-through funds as they are received. However, one large project is programmed that will require several years worth of funding.

A multi-year major project identified in the Four Year Capital Improvement Program includes the reconstruction of the intersections of Redlands Boulevard with both Alabama and with Colton Avenue which will require a total of \$3.5 million of Measure I funds to construct. Another \$6 million of local funds collected as development impact fees, will be expended for this project in addition to Measure I funds. This project is in the final design and right-of-way acquisition process.

Additional projects are being identified for resurfacing and reconstruction of several identified streets under categorical expenditures.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Various Streets	Street Resurfacing with ADA Ramps	\$700,000
	San Mateo Street - Brookside to Fern University Street - Colton to Cornell	FY 2005/2006 and FY 2006/2007 allocations	
	Dearborn Street	New Street Construction	\$550,000
	San Bernardino Avenue to Sessums Drive	Project Complete, final payments pending	
	New York Street	New Street and Traffic Signal Construction	\$780,000
2007/2008	Colton Avenue to Lugonia Avenue	Project Complete, final payments pending	
	Redlands Boulevard and Alabama St/Colton Ave.	RFP, Appraisals and Engineering Design	\$1,300,000
		Environmental Assessment, Acquire ROW, Agreements with SCRRA on Railroad Crossings and Improvements	
	Redlands Boulevard and Alabama St/Colton Ave. Phase 1	Reconstruct Intersection and traffic signal (+\$1,000,000 DIF funds)	\$1,400,000
2008/2009	Various Streets	Street Resurfacing and Maintenance	\$350,000
	Redlands Boulevard and Alabama St/Colton Ave. Phase 2	Reconstruct Intersection and traffic signal (+\$2,000,000 DIF funds)	\$1,500,000
	Church Street	Reconstruct and widen roadway	\$1,200,000
	Redlands Boulevard to Colton Avenue		
	Various Streets	Street Resurfacing and Maintenance	\$350,000

2009/2010	Judson Street Lugonia Avenue to San Bernardino Avenue Various Streets	Reconstruct and widen roadway (+\$300,000 DIF funds)	\$370,000
		Street Resurfacing and Maintenance	\$350,000
TOTAL			\$8,850,000

Contact Name: Ron Mutter
Public Works Director
(909)798-7655
Resolution No. 6542

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005

\$4,737,258
\$5,325,798

CITY OF RIALTO
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

The City of Rialto intends to utilize Measure I for streets and right-of-way maintenance programs, street reconstructions and improvements. The majority of projects are structured for implementation within the four year planned schedule.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Traffic Data collection	For IIPMS and SANBAG CMP	\$70,000
	Pavement Management System	Pavement Rehabilitation	\$350,000
	City-wide Street Landscape Construction	Miscellaneous street landscape projects	\$30,000
	City-Wide Street Maintenance	Minor Street Maintenance	\$50,000
	City-wide Slurry Seal	Slurry Seal Program	\$350,000
	Acacia Avenue and Oakdale	Street Overlay	\$100,000
	Rialto Avenue	Street Overlay	\$300,000
	Merrill Avenue	Street Overlay	\$150,000
	Acacia Avenue	Street Reconstruction	\$50,000
	Merrill Avenue	Street Reconstruction	\$250,000
	SR-210 Detour Route Street Improvements	Street Improvements	\$220,000
	City-wide Curb, Gutter and Sidewalk	Curb, Gutter and Sidewalk Improvements	\$545,000
	Carter High School	Sidewalk Improvements	\$134,000
	New Traffic Signal	Per Signal Priority System	\$350,000
	Riverside Avenue	Intersection Improvements	\$500,000
	Zupanich Adult School	Safe Routes to School	\$20,000
	Carter High School	Safe Routes to School	\$35,000
	Bemis Elementary School	Safe Routes to School	\$10,000
	Riverside Ave / I-10 Interchange	Interchange Reconstruction	\$48,662
	Equipment Purchase	AC Patch Truck / Long Line Striper	\$150,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2007/2008	Traffic Data collection	For IPMS and SANBAG CMP	\$70,000
	Pavement Management System	Pavement Rehabilitation	\$50,000
	City-wide Street Landscape Construction	Miscellaneous street landscape projects	\$30,000
	City-Wide Street Maintenance	Minor Street Maintenance	\$50,000
	City-wide Slurry Seal	Slurry Seal Program	\$360,000
	Acacia Avenue	Street Overlay	\$345,000
	Willow Avenue	Street Overlay	\$345,000
	Palm Avenue	Street Overlay	\$145,000
	1st Street	Street Overlay	\$245,000
	SR-210 Detour Route Street Improvements	Street Improvements	\$400,000
2008/2009	City-wide Curb, Gutter and Sidewalk	Curb, Gutter and Sidewalk Improvements	\$100,000
	New Traffic Signal	Per Signal Priority System	\$400,000
	Equipment Purchase	AC Patch Truck / Long Line Striper	\$150,000
	Traffic Data collection	For IPMS and SANBAG CMP	\$70,000
	Pavement Management System	Pavement Rehabilitation	\$50,000
	City-wide Street Landscape Construction	Miscellaneous street landscape projects	\$30,000
	City-Wide Street Maintenance	Minor Street Maintenance	\$50,000
	City-wide Slurry Seal	Slurry Seal Program	\$400,000
	Acacia Avenue and Oakdale	Street Overlay	\$300,000
	Merrill Avenue	Street Reconstruction	\$300,000
2009/2010	SR-210 Detour Route Street Improvements	Street Improvements	\$300,000
	City-wide Curb, Gutter and Sidewalk	Curb, Gutter and Sidewalk Improvements	\$100,000
	New Traffic Signal	Per Signal Priority System	\$300,000
	Traffic Data collection	For IPMS and SANBAG CMP	\$70,000
	Pavement Management System	Pavement Rehabilitation	\$50,000
	City-wide Street Landscape Construction	Miscellaneous street landscape projects	\$30,000
	City-Wide Street Maintenance	Minor Street Maintenance	\$50,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	City-wide Slurry Seal	Slurry Seal Program	\$350,000
	Acacia Avenue and Oakdale	Street Overlay	\$300,000
	Merrill Avenue	Street Reconstruction	\$300,000
	City-wide Curb, Gutter and Sidewalk	Curb, Gutter and Sidewalk Improvements	\$200,000
	New Traffic Signal	Per Signal Priority System	\$60,000
TOTAL			\$9,712,662

Contact Name: Katie Nickel
 Senior Administrative Analyst
 909-820-2507
 Resolution No.

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005

\$6,681,203
 \$2,203,769

CITY OF SAN BERNARDINO
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010

EXPENDITURE STRATEGY

The City of San Bernardino will continue to place emphasis on both the regional and sub-regional arterial roadway system during the remaining four years of the current Measure I program. At least fifty percent of our Measure I funds allocation will be earmarked for specific capital projects that are geared towards improving traffic flow and motorist convenience. Failing pavement surfaces will be rehabilitated and traffic striping modified as needed to accommodate increased traffic demand. Intersection capacity will be improved with new and modified traffic signals

In addition to the above capital projects program, San Bernardino will continue to allocate up to fifty percent of our annual Measure I funds towards public works maintenance activities. Maintenance work will continue to include the city's traffic signal systems, sidewalk and curb repair, pavement repair and overlay on the local street system.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Various Locations	Construct Accessibility Improvements	\$526,000
	Various Locations	Street Safety Improvements	\$200,000
	Various Locations	Bus Stops Concrete Pads	\$50,000
	Campus Parkway	Construction	\$600,000
	Kendall Drive to Northpark Boulevard		
	State Street	Improvements	\$131,200
	State Street	Construction	\$333,600
	Fifth Street to Sixteenth Street		
	Mount Vernon Avenue	Replace Bridge	\$186,000
	2nd Street and 4th Street		
	Foothill Boulevard	Traffic Signal and Intersection Improvements	\$20,000
	5th to 4th		
	40th Street	Widen from 2 to 4 lanes	\$167,800
	Acre Lane to Electric Avenue		
	9th Street	Rehabilitate Street	\$42,500
	"H" Street to Arrowhead Avenue		
	Del Rosa Drive	Widen from 2 to 4 lanes	\$51,800
	6th Street to Base Line Street		

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Mountain Avenue 39th Street to 40th Street	Construct curb, gutter and sidewalk	\$97,800
	University Parkway and I-215 Interchange	Project Study Report	\$311,000
	Street Improvements	Miscellaneous Improvements to 2nd and 3rd Streets	\$17,700
	3rd Street	Rehabilitate Street	\$323,000
	"K" Street to Mount Vernon Avenue		
	Rancho Avenue at BNSF Railroad s/o Foothill Boulevard	Construct Median Island at Railroad Crossing	\$36,400
	Tippecanoe Avenue	Rehabilitate Pavement after installation of 24" High Pressure Gas Main by So Cal Gas Company	\$187,200
	Mill Street and Waterman Avenue	Safe Routes to School ADA Improvements	\$355,200
	Various Locations		
	Base Line Street over Warm Creek	Repair Bridge Railing	\$62,800
	Rialto Avenue over Lytle Creek	Repair Bridge Railing	\$150,000
	Waterman Avenue and 18th Street	Intersection Improvements	\$7,100
	Little Mountain Drive 48th Street to Bridge at Devil Canyon Creek	Street Improvements	\$9,500
	Highland Avenue at Del Rosa Channel	Widen north side at Del Rosa Channel	\$99,900
	Waterman Avenue 5th Street to 9th Street	Pavement Rehabilitation	\$410,700
	Del Rosa Ave, Lynwood Dr and Sterling Ave	Beautification Improvements	\$400,000
	Alabama Street City Creek s/o 3rd Street	Remove Box Culvert and Replace with Bridge (Design Only)	\$337,700
	5th Street	Pavement Rehabilitation	\$50,000
	Waterman Ave to Tippecanoe Ave		
	Waterman Avenue	Pavement Rehabilitation	\$400,000
	Orange Street to 3rd Street		
	Hunts Lane	Street Improvements	\$80,000
	California Gardens	Rehabilitate Seven Streets	\$376,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Olive Street	Pavement Rehabilitation	\$40,000
	Western Avenue to Mount Vernon Avenue		
	Cajon Boulevard	Pavement Rehabilitation	\$193,700
	vicinity of SR-210		
	Old Waterman Canyon Road	Bridge Replacement	\$31,500
	Del Rosa Drive	Widen Street	\$700,000
	9th Street and Warm Creek Channel		
	Various Locations	Pavement Rehabilitation	\$100,000
	New Road	Construct New Road	\$300,000
	Little League Drive to Devore Road		
2007/2008	Various Locations	Construct Accessibility Improvements	\$500,000
	Various Locations	Street Safety Improvements	\$200,000
	Various Locations	Bus Stops Concrete Pads	\$25,000
	Various Locations	Guard Rail Repair	\$100,000
	40th Street	Widen from 2 to 4 lanes	\$625,000
	Acre Lane to Electric Avenue		
	4th Street and 5th Street	Realign Intersection	\$125,000
	4th Street	Landscaping	\$50,000
	Mount Vernon Ave to 5th Street		
	Pine Avenue	Widen Street	\$140,000
	Belmont Avenue to Ohio Avenue		
	New Road	Construct New Road	\$300,000
	Little League Drive to Devore Road		
2008/2009	Various Locations	Construct Accessibility Improvements	\$500,000
	Various Locations	Street Safety Improvements	\$200,000
	Various Locations	Bus Stops Concrete Pads	\$25,000
	Various Locations	Guard Rail Repair	\$100,000
	State Street Bridges	New Street and Bridges	\$5,000,000
	40th Street	Widen from 2 to 4 lanes	\$625,000
	Acre Lane to Electric Avenue		

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2009/2010	Various Locations	Construct Accessibility Improvements	\$500,000
	Various Locations	Street Safety Improvements	\$200,000
	Various Locations	Bus Stops Concrete Pads	\$25,000
	Various Locations	Guard Rail Repair	\$100,000
	40th Street	Widen from 2 to 4 lanes	\$625,000
	Acre Lane to Electric Avenue		
TOTAL			\$1,735,100

Contact Name:

Michael W. Grubbs
 Engineering Manager/Field Engineer
 (909)384-5179
 Resolution No. 2005-288

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005

\$13,456,549
 \$5,087,453

**CITY OF UPLAND
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010**

EXPENDITURE STRATEGY

The City of Upland's existing road network is fairly well established. Therefore, the City's primary use of Measure "I" funds will be for the reconstruction and maintenance of existing City streets. It is the City intent to design and begin construction of the project the same year the project is identified in the five-year Capital Improvement Plan.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	11th Street	Street Construction	\$550,000
	Campus Avenue to 11th Avenue		
	8th Street	Street Reconstruction	\$595,000
	Mountain Avenue to San Antonio Avenue		
	San Antonio Avenue	Street Reconstruction	\$1,000,000
	13th Street to 19th Street		
	Arrow Highway	Street Reconstruction	\$550,000
	13th Avenue to San Bernardino Road.		
	Benson Avenue	Street Reconstruction	\$350,000
	Rail Road to Moreno		
	24th Street	Street Reconstruction	\$149,760
	Cliff Road to San Antonio Avenue		
2007/2008	15th Street	Street Reconstruction	\$700,000
	Sam Antonio Ave. to Euclid Ave		
	21st Street Reconstruction	Street Reconstruction	\$500,000
	Pearl Street Reconstruction	Street Reconstruction	\$500,000
	Pine Street	Street Reconstruction	\$465,000
	13th St. to East End Cul-de-sac		
	Citywide Street Reconstruction	Street Reconstruction	\$400,000
2008/2009	Citywide Street Reconstruction	Street Reconstruction	\$1,400,000
2009/2010	Citywide Street Reconstruction	Street Reconstruction	\$1,400,000
TOTAL			\$8,559,760

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005

Contact Name: Anthony La
Public Works Director

**CITY OF YUCAIPA
MEASURE I CAPITAL IMPROVEMENT PLAN 2006/2010**

EXPENDITURE STRATEGY

At the City Council meeting of February 1996, the City Council directed that 56% of Measure I revenues be utilized for the annual Pavement Management Program (PMP). A small amount of growth is anticipated each year as sales tax generated within the City increases. Beginning in Fiscal Year 1999/2000, 100% of Measure I revenues are being allocated to the PMP.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Colorado Road		
	Avenue E to Brooks Lane		
	Avenue E	Pulverize and Pave	\$1,200,000
	5th Street to California Street		
	5th Street		
	County Line Road to Avenue H		
	Miscellaneous Streets		
	Yucaipa Boulevard	Street Overlay and Rehabilitation	\$352,500
	11th Street to 13th Street		
	Oak Glen Road	Street Overlay and Rehabilitation	\$383,000
	Avenue E to Yucaipa Boulevard		
	Yucaipa Boulevard	Street Overlay and Rehabilitation	\$700,000
	13th Street to Tennessee Street		
	3rd Street	Pulverize and Pave	\$811,000
	Avenue D		
	Douglas to Bryant		
	Sand Canyon Road	Slurry Seal/Cape Seal	\$533,000
	Avenue E		
	Hampton Road to Oak Glen		
	Miscellaneous Streets		
2007/2008	Yucaipa Boulevard	Street Overlay and Rehabilitation	\$337,500
	I-10 to Avenue E; California Street to Bryant Street;		
	Avenue E to Chinaberry		
	Miscellaneous Streets	Slurry Seal/Cape Seal	\$337,500
2008/2009	Miscellaneous Streets	Street Overlay and Rehabilitation	\$337,500

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Miscellaneous Streets	Slurry Seal/Cape Seal	\$337,500
2009/2010	Miscellaneous Streets	Street Overlay and Rehabilitation	\$337,500
	Miscellaneous Streets	Slurry Seal/Cape Seal	\$337,500
TOTAL			\$6,004,500

Contact Name: Ray Casey
 Director of Public Works
 (909)797-2489 x253
 Resolution No. 2006-22

Measure I Revenue Estimate (4 years)
 Fund Balance as of June 30, 2005
 \$3,330,786
 \$91,652

**COUNTY OF SAN BERNARDINO - SAN BERNARDINO VALLEY
MEASURE II CAPITAL IMPROVEMENT PLAN 2006/2010**

EXPENDITURE STRATEGY

Projects within the current plan will continue the County's emphasis on rehabilitation and maintenance related work and safety related projects. For larger projects, the design phase will be done in the fiscal year or years prior to the fiscal year that the construction plans are completed and construction funding is available. Additional efforts have been made to shorten time of the plan preparation and construction of the project in the planned year through increased coordination with cities, where participation agreements are required.

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
2006/2007	Arrow Route Hickory Ave E/Beech	Rehabilitation (Design)	\$50,000
	Valley Boulevard @ Redwood Ave	Construct Signal	\$430,700
	Valley Boulevard @ Live Oak Ave	Construct Signal	\$244,200
	Cedar Avenue @ Randall Ave	Construct Signal	\$361,200
	Cedar Avenue @ Jurupa Ave	Construct Signal	\$350,000
	Cedar Avenue .12m S, Randall Ave N/Randall Ave	Rehabilitation	\$248,200
	San Bernardino Ave	Signal Coordination (9 Signals)	\$600,000
	Fifth Street	Rehabilitation	\$352,900
	Waterman Ave E/Tippecanoe Ave	Rehabilitation	\$785,700
	Cajon Boulevard .22m NW, Palm NW/Centerline ATSF Overcrossing	Overlay	\$863,300
	Cajon Boulevard Centerline ATSF Overcrossing NW/.05m NW, Rex Cole	AC Overlay	\$291,600
	F Street 40th St N/Hill Dr	Rehabilitation	\$226,800
	Cajon Boulevard Devore Area	Participation with Fee Plan	\$7,500
	Snow Drop Road Transportation Facility Fee Plan		

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Oak Glen Transportation Plan	Participation with Fee Plan	\$31,000
	Oak Glen Area		
	Pipe Line Avenue	Rehabilitation	\$492,400
	Philadelphia Ave N/Grand Ave		
	Slover Avenue @ Laurel Avenue	Construct Signal	\$425,000
		Rehabilitation (Construction)	\$1,050,000
2007/2008	Arrow Route		
	Hickory Ave E/Beech		
	Alder Avenue @ Marygold Ave	Construct Signal	\$425,000
	Oak Glen Road	Overlay	\$653,400
	Potato Canyon E 2.6M/Oak Glen Rd South		
	Oak Glen Road South	Overlay	\$586,000
	.25m N, Acorn Way N/Pipe Bench Rd		
	Lytle Creek Road	Guardrail	\$70,000
	.32m S, Sierra Ave		
	Valley Boulevard @ Spruce Ave	Construct Signal	\$15,000
2008/2009	Valley Boulevard @ Spruce Ave	Construct Signal	\$425,000
	Lytle Creek Road	Overlay	\$554,400
	USFS Station N 2.0m		
	Cajon Boulevard	Overlay	\$554,400
	Kenwood Ave N 2.00m		
	Various Roads	Overlay	\$300,000
	Muscoy Area		
	Opal Avenue	Overlay	\$468,500
	End N/SR-38		
2009/2010	Euclid Crescent East	Rehabilitation	\$198,700
	Prospect Ave NE/.09W, Thunder Mtn Rd		
	Sycamore Avenue	Overlay	\$393,600
	.12M SE, Rowan N/.30m N, Larch		
	Ceres Avenue	Overlay	\$504,500
	Merrill N&E/Catawba		
	Phillips Boulevard	Overlay	\$349,300
	Los Angeles County Line E/Yorba Ave		
	Bloomington Avenue @ Larch Ave	Construct Signal	\$425,000

YEAR	STREET & LIMITS	IMPROVEMENT	COST ESTIMATE
	Santa Ana Avenue	Rehabilitation	\$439,000
	Mulberry Ave E/Almonda Ave		
		TOTAL	\$13,172,300

Measure I Revenue Estimate (4 years)
Fund Balance as of June 30, 2005

Contact Name: Brendon Biggs
Transportation Program Management
(909)387-7906

Minute Action

AGENDA ITEM: 12

Date: February 21, 2007

Subject: Quarterly Administrative Report on SANBAG Federal Funding Programs

Recommendation:*

- 1) Receive report on quarterly reporting and obligation status.
- 2) Adopt a finding of compliance with obligation requirements for all affected agencies.

Background: Assembly Bill 1012 requires SANBAG to monitor and report to Caltrans on the use of Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and Transportation Enhancement (TE) funds apportioned to San Bernardino County and allocated by the SANBAG Board. Federal funds apportioned to SANBAG are eligible for obligation for three years. Obligation refers to a commitment by the FHWA to reimburse an agency for an authorized amount of federal funds for a specific project. After three years, unobligated apportionments are subject to reprogramming and loss to SANBAG and its member agencies.

Because of SANBAG's requirement to manage the timely use of funds to avoid loss of funding pursuant to the provisions of AB1012, the SANBAG Board established a protocol that requires recipients of federal funds allocated by SANBAG to enter into contracts with SANBAG. These contracts include a description of the scope of the approved project, the amount of federal fund allocation, and the schedule of project implementation. In addition, the terms of the contracts require federal fund recipients

Approved
Plans and Programs Policy Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

to submit quarterly progress reports on their projects to SANBAG until completion of the project. In accordance with adopted SANBAG policy, failure to comply with any provision of the contract constitutes grounds for revocation and reallocation of the funding by action of the SANBAG Board pursuant to the protocol specified in each contract.

Quarterly Reporting Status

Tables 1 – 4 summarize the projects to which funds were allocated, their quarterly reporting history, and the status of the project. All agencies required to report to SANBAG on the status of their projects submitted quarterly reports by January 15th as required by the terms of their contract.

Obligation Status

As mentioned earlier, federal funds are available for obligation for three years from the date of apportionment. Therefore, unobligated balances from federal apportionments through fiscal year 04/05 will be subject to reprogramming in November 2007. According to project schedules submitted in the project status reports, agencies are anticipating obligation of approximately \$24.5 million CMAQ (combined total MDAB and SCAB) and \$21.7 million STP by November 2007. Therefore, staff does not expect any CMAQ or STP funds to be subject to reprogramming in December, as indicated by the negative amounts shown in each table under "Expected Amount Subject to Reprogramming 11/07".

As was reported to the SANBAG Board in June 2006, Caltrans has developed an Obligation Authority (OA) Management Policy that limits annual obligations to annual OA levels on a county-by-county basis. Because annual apportionments are almost always higher than annual OA levels, OA being the mechanism to access the apportionments, it is inevitable that SANBAG will eventually lose a portion of past apportionments through AB1012. An analysis of the projected impacts of this policy is necessary before allocation of additional funds. This analysis will be completed by April 2007 and will likely result in a call-for-projects for CMAQ-MDAB funds in June 2007. This schedule will accommodate the programming of any new projects in the 2008 programming cycle.

Please note that TE funds are now administered through the STIP. The obligation deadline, therefore, is in June each year, consistent with the State fiscal year. In fiscal year 05/06, the City of Fontana received an allocation extension for the Inland Empire Pacific Electric Trail, extending their allocation deadline to June 2007. The City expects to receive the allocation at the April CTC meeting; however, if the funds for this project are not allocated by this deadline, the funds will be lost to San Bernardino County. Any other programmed funds not obligated or

extended will lapse and be unavailable to San Bernardino County until the 2008 STIP Programming Cycle.

Financial Impact: Funding for SANBAG's monitoring of local assistance project status is consistent with the adopted SANBAG Budget Task No. 37307000. The absence of critical project status and progress information provided in quarterly reports could result in SANBAG's inability to assure timely obligation of funds to avoid loss to the agency and its members.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on February 16, 2007 and the Plans and Programs Committee on February 21, 2007.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

TABLE 1
Congestion Mitigation and Air Quality Program Status
Mojave Desert Air Basin

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports				Comments
						1	2	3	4	
Adelanto	Adelanto/Auburn/Jonathan Paving	01-052	12/06/00	\$724,000	\$0	Apr-06	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 8/07
Barstow	1st Av @ Irwin Rd Realignment	00-065	01/05/00	\$265,000	\$265,000	C	C	C	C	Project obligated 8/05
Barstow	UNGCNG Natural Gas Fueling Station	00-077	04/02/03	\$1,587,823	\$1,587,573	C	C	C	C	Project obligated 8/05
Barstow Transit	Purchase Replacement Alt Fuel Paratransit Vehicles	00-081	02/07/01	\$1,663,244	\$1,663,244	C	C	C	C	Project obligated 5/03
Barstow Transit	Paratransit Vehicle Replacement - Gas	20040701	08/06/03	\$613,946	\$289,950	Apr-06	Jul-06	Oct-06	Jan-07	\$100,304 obligated on 09/13/06
Barstow Transit	Purchase Replace Alt Fuel Paratransit Vehicles	20020140	08/06/03	\$863,000	\$276,000	Apr-06	Jul-06	Oct-06	Jan-07	Funds programmed in future years
Barstow Transit	Paratransit Vehicle Expansion	20040821	08/06/03	\$191,000	\$191,490	C	C	C	C	Obligated 9/13/06
Barstow Transit	Bus System - Expansion Bus - 35' Alt Fuel 06-2	20041303	08/06/03	\$1,142,000	\$0	Apr-06	Jul-06	Oct-06	Jan-07	All funds programmed in future years
Barstow Transit	Bus System - Expansion Bus - 35' Alt Fuel 06-2	20041301	10/05/05	\$673,000	\$672,828	C	C	C	C	Obligated 9/13/06
Caltrans	I.E. Transportation Management Center & PNR - Fontana	200626	10/05/05	\$1,350,000	\$0	*	*	Oct-06	Jan-07	RFA3 to be submitted 12/07
MBTA	Replacement Paratransit Vehicles - Gas	20040811	08/06/03	\$616,000	\$0	Apr-06	Jul-06	Oct-06	Jan-07	Funds programmed in future years
MBTA	Deviated Fixed Route Vehicle Replace - Alt Fuel(28 passengers)	20040812	08/06/03	\$327,000	\$0	Apr-06	Jul-06	Oct-06	Jan-07	Funds programmed in future years
MBTA	Deviated Fixed Route Vehicle Replace - Alt Fuel(33 passengers)	20040813	08/06/03	\$269,000	\$0	Apr-06	Jul-06	Oct-06	Jan-07	Funds programmed in future years
MBTA	Purchase Replacement Alt. Fuel Paratransit Vehicles	00-08201-083	02/07/01	\$2,460,974	\$2,460,974	C	C	C	C	Project fully obligated
MBTA	Purchase Replacement Alt. Fuel Paratransit Vehicles	20020808	08/06/03	\$371,000	\$370,941	C	C	C	C	Project obligated 4/05
SB County	Larrea Rd Paving	00-086	12/06/00	\$569,530	\$569,972	C	C	C	C	Project obligated 7/05
SB County	Mesquite St Paving	00-087	12/06/00	\$534,890	\$534,781	C	C	C	C	Project obligated 8/05
Victorville	Park & Ride at Victor Valley College	01-048	12/06/00	\$931,987	\$102,000	Apr-06	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 8/07
Victorville	I-15/Amargosa Park-n-Ride Lot Expansion	00-107	02/02/00	\$653,728	\$80,000	Apr-06	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 2/07
VVTA	Replace Alt. Fuel Paratransit Vehicles	SB041114	08/06/03	\$1,137,000	\$0	Apr-06	Jul-06	Oct-06	Jan-07	All funds programmed in future years
VVTA	Replacement CNG Buses	SB041084	08/06/03	\$3,498,750	\$3,498,190	C	C	C	C	Obligated 6/7/06
VVTA	Replace Alt. Fuel Paratransit Vehicles	00-084	02/07/01	\$1,952,273	\$1,952,273	C	C	C	C	TEA-21 funds obligated
VVTA	Replacement CNG Buses	00-083	02/07/01	\$3,288,524	\$3,289,124	C	C	C	C	TEA-21 funds obligated
TOTALS				\$26,183,369	\$17,806,340					

Obligation Status

Fiscal Year 06/07:

Fiscal Year 07/08:

Apportionment Subject to Reprogramming \$11,332,904
 Obligated Amount to Date* \$4,877,922
 Additional Obligation Scheduled by 11/07 \$2,034,715
 Expected Amount Subject to Reprogramming 11/07 \$4,420,267

Apportionment Subject to Reprogramming \$8,775,815
 Obligated Amount for FY07/08 \$0
 Additional Obligation Scheduled by 11/08 \$2,306,886
 Expected Amount Subject to Reprogramming 11/08** \$0,489,119

NOTES:

* - Includes projects with closed contracts and projects funded through Board set-asides
 **NOTE: Not all SAFETEA-LU set-asides have been programmed yet. All funds will be programmed prior to reprogramming deadlines.
 C - Project Complete/Cancelled
 RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

TABLE 2
Congestion Mitigation and Air Quality Program Status
South Coast Air Basin

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports				Comments
						1	2	3	4	
Caltrans	I.E. Transportation Management Center & PNR - Fontana	200626	10/05/05	\$5,050,000	\$0					RFA3 to be submitted 12/07
Chino	Mountain Avenue Traffic Signal Coordination	02-022	08/01/01	\$251,000	\$251,000	C	C	C	C	Project obligated 3/05
Chino Hills	CNG Time-Fill Refueling Stations	02-036	08/01/01	\$88,400	\$89,000	C	C	C	C	Project obligated 8/05
Colton	All Fuel Park-n-Ride One-Stop Facility	00-097	02/02/00	\$0	\$0					Project cancelled by City
Colton	Colton San Bernardino Pedestrian/Bikeway	02-027	08/01/01	\$432,704	\$0	Apr-06	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 1/07
Colton	Washington St at Roche Cyn & Hunts Ln Mitigation	00-102	02/02/00	\$400,000	\$60,000	Apr-06	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 1/03
Fontana	Sierra Ave/Mulberry Ave ATMS Ph 1 - Communications	02-038	08/01/01	\$2,590,000	\$2,590,000	C	C	C	C	Project obligated 8/05
Highland	5th Street Signal Interconnect	02-032	08/01/01	\$209,000	\$209,000	C	C	C	C	Project obligated 2/04
Highland	Base Line Road Signal Interconnect	02-021	08/01/01	\$96,000	\$96,000	C	C	C	C	Project obligated 8/05
Highland	Palm Avenue Signal Interconnect	02-029	08/01/01	\$57,000	\$57,000	C	C	C	C	Project obligated 2/03
Loma Linda	Anderson SUT/Specrance Av Signal Interconnect	00-082	02/02/00	\$105,740	\$105,000	C	C	C	C	Project obligated 5/03
MARTA	Big Bear Visitors Trolley	02-039	08/01/01	\$274,442	\$274,442	C	C	C	C	Project obligated 9/06
MARTA	Replacement Paratransit Vehicle Purchase	200423	08/06/03	\$1,960,000	\$617,763	Apr-06	Jul-06	Oct-06	Jan-06	\$281,791 obligated 9/11/06
MARTA	Replacement Buses - All Fuel	200424	08/06/03	\$1,265,000	\$272,672	Apr-06	Jul-06	Oct-06	Jan-06	\$272,672 obligated in 9/11/06
Montclair	Bus System - Operating Assistance	SB041055	08/06/03	\$60,000	\$0	C	C	C	C	Obligated 9/06
Montclair	North Montclair Signal Interconnect	02-033	08/01/01	\$308,700	\$308,700	C	C	C	C	Project obligated 5/03
Montclair	Ramona Av Grade Separation	00-086	02/02/00	\$1,590,481	\$0	Apr-06	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 2/07
Omnitrans	Replacement Paratransit Vehicles for Access Fleet	20040211	08/06/03	\$3,325,000	\$0	Apr-06	Jul-06	Oct-06	Jan-07	Funds programmed in future years
Omnitrans	Bus Replacement - All Fuel	SR090105	08/06/03	\$5,795,000	\$0	Apr-06	Jul-06	Oct-06	Jan-07	Funds programmed in future years
Rancho Cucamonga	Base Line Road Signal Synchronization	02-020	08/01/01	\$100,000	\$100,000	C	C	C	C	Project obligated 7/08
San Bernardino	East Valley LNC/CHG Fueling Facility	02-024	08/01/01	\$311,859	\$911,799	C	C	C	C	Project obligated 5/03
San Bernardino	Washington Street at Waterman Avenue Traffic Signal	02-035	08/01/01	\$106,000	\$106,000	C	C	C	C	Funds programmed in future years
San Bernardino	Melicklink Parking Structure	20020802	08/06/03	\$7,139,000	\$531,000	Apr-06	Jul-06	Oct-06	Jan-07	Project obligated 7/05
SB County	Greystone Commuter Park and Ride Lot	02-028	08/01/01	\$354,119	\$355,000	C	C	C	C	Project obligated 7/05
SB County	San Bernardino Avenue Traffic Signal/Synchronization	02-023	08/01/01	\$2,545,237	\$2,545,237	C	C	C	C	Project obligated 8/05
SB County	Wabash Av @ SH-38 - Install Traffic Signals	00-089	02/02/00	\$173,250	\$173,250	C	C	C	C	Funds programmed in future years
Upland	Upland Metrolink Station - Parking Expansion	20040825	08/06/03	\$2,776,800	\$0	Apr-06	Jul-06	Oct-06	Jan-07	Project obligated 5/04
Upland	SP/PE Right-of-Way Bicycle/Pedestrian Trail - Phase II	02-031	08/01/01	\$1,555,053	\$1,555,053	C	C	C	C	
TOTALS				\$38,640,786	\$11,209,438					

Obligation Status

Fiscal Year 06/07:	Fiscal Year 07/08:
Apportionment Subject to Reprogramming \$42,576,266	Apportionment Subject to Reprogramming \$12,850,211
Obligated Amount to Date* \$26,738,427	Obligated Amount for FY07/08 \$0
Additional Obligation Scheduled by 11/07 \$22,503,544	Additional Obligation Scheduled by 11/08 \$22,381,022
Expected Amount Subject to Reprogramming 11/07** \$-6,666,705	Expected Amount Subject to Reprogramming 11/08** \$-9,730,611
	(Includes amount over-obligated in FY 06/07)

NOTES:

* - Includes projects with closed contracts and projects funded through Board set-asides
 **NOTE: Not all SAFETEA-LU set-asides have been programmed yet. All funds will be programmed prior to reprogramming deadlines.
 C - Project Complete/Cancelled
 RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

TABLE 3
Regional Surface Transportation Program Status

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2006 Quarterly Reports				Comments
						1	2	3	4	
Adelanto	El Mirage Rehab & Paving - West City Limits to US395	01-036	10/04/00	\$1,375,466	\$0	Apr-06	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 8/07
Apple Valley	Yucca Loma Bridge over Mojave River	200049	12/07/05	\$2,800,000	\$0	*	*	Oct-06	Jan-07	RFA1 submitted 11/06
Barstow	Lenwood Rd Rehab - Commerce Pkwy to 34th West	01-040	10/04/00	\$423,000	\$423,000	C	C	C	C	Obligated 8/16/05
Barstow	East Main St Rehab - Barstow Rd to Murlet Dr	01-039	10/04/00	\$750,828	\$750,828	C	C	C	C	Obligated 8/17/05
Big Bear Lake	Signal at SR 18/Bio Bear B/Paine Rd/Village Dr	01-035	10/04/00	\$495,280	\$495,280	C	C	C	C	Obligated 8/10/06
Colton	Main St/Rowa Av Intersection Improvements	01-077	02/07/01	\$250,000	\$19,476	Apr-06	Jul-06	Oct-06	Jan-07	RFA2 to be submitted 5/07
Fontana	Sierra Av-Baseline to Highland Av-Widen 4-6 Lanes	01-076	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 12/3/03
Fontana	Foothill Bl - East Av to Hemlock - Widen 4-6 Lanes	01-079/080	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 12/3/03
Fontana	Jurupa/Mulberry Intersection Improvements	01-081	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 9/03
Fontana	Baseline-Citrus to Maple - Widen 2-6 Lanes	01-076	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 12/3/03
Hesperia	Ranchero Rd Grade Separation	SB0031276	12/07/05	\$3,650,000	\$0	*	*	Oct-06	Jan-07	RFA3 to be submitted 7/08
Highland	5th St - Boulder to SR30 - Widen 2-4 Lanes	01-075	02/07/01	\$270,600	\$270,600	C	C	C	C	Project obligated 8/25/06
Rialto	Pepper Av-Foothill to Highland-Widen and Extend to 6 Lanes	01-078	02/07/01	\$0	\$0	C	C	C	C	Board reallocated funds to other projects 12/03
San Bernardino	State St- 16th St to Foothill-Extend 2 lanes	01-082	02/07/01	\$2,005,000	\$80,000	Apr-06	Jul-06	Oct-06	Jan-07	RFA2 to be submitted 8/07
SB County	Needles Hwy-N St to Nevada State Line-Realign, Rehab	01-033	10/04/00	\$2,478,840	\$1,043,975	Apr-06	Jul-06	Oct-06	Jan-07	RFA2 to be submitted 10/08
SB County	National Trails Hwy - Passing Lanes	01-038	10/04/00	\$1,807,284	\$310,000	Apr-06	Jul-06	Oct-06	Jan-07	RFA2 to be submitted 10/07
SB County	Cedar Av Widening PSE - Slover Av to Valley Bl	01-074	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 3/25/05
Twentynine Palms	Two Mile Road Rehab - Sunrise to Lear	01-037	10/04/00	\$0	\$0	C	C	C	C	Project cancelled 9/9/04
Victorville	I-15 La Mesa/Misquill Interchange	SB034170	12/07/05	\$3,600,000	\$0	*	*	Oct-06	Jan-07	RFA1 to be submitted 2/07
Victorville	I-15/Mojave Dr IIC	33390	12/04/02	\$1,000,000	\$0	Apr-06	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 1/07
Victorville	Bear Valley Rd Rehab - I-15 to Kiowa Rd	01-041	10/04/00	\$5,999,071	\$5,999,000	C	C	C	C	Obligated 08/23/05
TOTALS				\$27,806,365	\$9,892,165					

Obligation Status

Fiscal Year 06/07:

Fiscal Year 07/08:

Apportionment Subject to Reprogramming	\$33,096,842	Apportionment Subject to Reprogramming	\$562,573
Obligated Amount to Date*	\$28,530,832	Obligated Amount for FY07/08	\$0
Additional Obligation Scheduled by 11/07	\$21,655,835	Additional Obligation Scheduled by 11/08	\$24,994,177
Expected Amount Subject to Reprogramming 11/07 **\$-17,090,025		Expected Amount Subject to Reprogramming 11/08 **\$-24,431,804	
(Includes amount of over-obligated in FY 06/07)			

NOTES:

* - Includes projects with closed contracts and projects funded through Board set-asides

**NOTE: Not all SAFETEA-LU set-asides have been programmed yet. All funds will be programmed prior to reprogramming deadline.

C - TEA-21 Funded Project Complete/Cancelled

RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

TABLE 4
Transportation Enhancement Program Status

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2006 Quarterly Reports				Comments
						1	2	3	4	
Barstow	I-15/Lenwood Road Landscaping	01-058	12/06/00	\$416,680	\$416,680	C	C	C	C	Obligated 8/16/05
Chino	Chino/Chino Hills Bikeway Connector	00-073	01/05/00	\$435,000	\$435,000	C	C	C	C	Obligated 3/05
Colton	Colton San Bernardino Ped/Bikeway Project	02-041	08/01/01	\$719,653	\$60,643	Apr-06	Jul-06	Oct-06	Jan-07	RFA3 submitted 1/07
Fontana	Fontana Portion of Inland Empire Pacific Electric Trail	200431	10/05/05	\$1,796,000	\$0	Apr-06	Jul-06	Oct-06	Jan-07	Funds to be allocated at April CTC meeting
Rancho Cucamonga	Rancho Portion of Inland Empire Pacific Electric Trail	20020201	10/05/05	\$1,796,000	\$1,796,000	C	C	C	C	Obligated 8/25/06
SB County	Santa Ana River Trail - La Cadena to Waterman	00-070	01/05/00	\$2,706,213	\$2,706,213	C	C	C	C	Project obligated
SB County	Santa Ana River Trail - Waterman Ave to California St	01-054	12/06/00	\$1,040,060	\$1,040,060	C	C	C	C	Project obligated 6/05
SB County	Lake Gregory Walkway	01-055	12/06/00	\$1,009,360	\$1,009,360	C	C	C	C	Project obligated 6/05
SB County	Green Valley Lake Museum, Trail, Visitors Center	00-076	01/05/00	\$200,000	\$175,244	C	C	C	C	Project fully obligated
Twentynine Palms	National Park Drive Entry Project	00-075	01/05/00	\$91,000	\$91,000	C	C	C	C	Project obligated 5/05
Upland	SP/PE ROW Bike/Ped Trail	01-056	12/06/00	\$1,566,400	\$1,566,400	C	C	C	C	Project fully obligated
Upland	SP/PE Right-of-Way Bicycle/Pedestrian Trail - Phase II	02-031	08/01/01	\$908,000	\$908,000	C	C	C	C	Project obligated 6/04
US Forest Service	Rim of the World Scenic Trail	01-029	01/05/00	\$1,000,000	\$0	Apr-06	Jul-06	Oct-06	Jan-07	RFA1 to be submitted 10/07
Victorville	Riverwalk Trail	00-071	01/05/00	\$2,212,643	\$761,000	Apr-06	Jul-06	Oct-06	Jan-07	RFA2 to be submitted 3/08
		TOTALS		\$16,897,209	\$10,965,600					

Allocation Status

Fiscal Year 06/07:

Fiscal Year 07/08:

Apportionment Subject to Lapse	\$3,741,000	Apportionment Subject to Lapse	\$3,376,000
Allocated Amount to Date*	\$0	Allocated Amount for FY07/08	\$0
Additional Allocation Scheduled by 7/07	\$2,455,210	Additional Allocation Scheduled by 7/08	\$2,089,259
Amount Subject to Lapse 7/07*	\$1,285,790	Expected Amount Subject to Lapse 7/08*	\$1,286,741

NOTES:

*Note: TE funds not allocated by the CTC in the year programmed will lapse. The funds will be available for programming in the 2008 STIP cycle
C - TEA-21 Funded Project Complete/Cancelled
RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 13

Date: February 15, 2007

Subject: Additional Project Nominations for FY2008 Federal Appropriations Process

Recommendation:* Approve Metrolink Parking Lot Project Nomination for FY2008 Federal Appropriations Request List

Background: On February 6, 2007, SANBAG Board members approved SANBAG staff recommendation to seek federal funds through the federal appropriations process for transportation projects. Specifically, the SANBAG Board agreed to seek funding for existing focus projects in relation to corridors, special programs and transit projects.

This approach to the federal appropriations process will allow SANBAG to pursue funding for projects within each Congressional District, as done in the past, but within a framework that will package highway projects according to specific corridors and available discretionary funding categories provided by SAFETEA-LU.

The projects nominated for submittal to members of Congress were limited to account for earmark reforms and care was taken to add no new projects to the SANBAG request list. This action was based on direction received from the Congressional Delegation, SANBAG's federal advocates and staff recommendation.

*

Approved
Major Projects

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

The SANBAG board directed staff to recommend one more project for which a funding request can be submitted to Congressman Baca.

SANBAG staff received two project recommendations from the City of Rialto, both of which needing federal funds, which are described below:

Rialto Metrolink Parking Lot (\$7,000,000)

The existing multi-modal facility, located on Palm Ave., provides bike racks, bike lockers, a bus stop and parking lot to serve the 170 foot long platform. Parking is currently utilized at 110% of capacity, resulting in potential rider frustration and limiting ridership increases. The project is a multi-phase project that would eventually expand the parking lot from 222 parking spaces (214 regular and 8 handicapped) to 900 spaces to accommodate projected ridership through 2030.

The City of Rialto has begun planning for Phase II of the project which is expected to create approximately 500 of the 900 total spaces at the transit facility. Phase II is anticipated to cost approximately \$15 million from project commencement to construction. For this phase, the City of Rialto has \$4 million committed and is requesting \$700,000 to be used for PS&E. Previous federal funding that has been received on this project is as follows:

FY2006 FTA 5307	\$2,400,000
FY2007 FTA 5307	\$ 800,000
FY2006 LTF	\$ 600,000
FY2007 LTF	\$ 200,000

Staff recommends this project for inclusion of the project list SANBAG will seek federal funds for through the FY2008 federal appropriations process.

Financial Impact: The recommended action is consistent with the SANBAG 2006-2007 FY Budget.

Reviewed By: This item is scheduled for review by the Plans and Programs Committee on February 21, 2007.

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996